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NOVEMBER, 1969

MODEL CAR SCIENCE

VOLUME 7, NUMBER 11



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Model Mail

WHERE TO FIND IT

One question, guys. Where can I get some of that wood-surfaced contact paper and the 1/16" gold tape referred to in the article on The Boot Hill Express in the February, 1968 issue of MCS? Auto world doesn't seem to carry it.

Larry Gage
Hampton, Iowa

Just about any dime store carries the contact paper, Larry, and most hobby shops carry the tape. You might be able to find the tape in a stationery store, too.

ABOUT WET SANDING

In some of your articles on customizing and painting, you say to "wet sand after priming." Is wet sanding just using wet sandpaper, or what?

Andy Sitton
APO NY, NY

It's using sandpaper classified as "wet-or-dry sandpaper" and water, Andy. Dip the paper into water, sand

lightly until the paper becomes clogged, then swish it around in the water again to remove the residue. The paper is made of special, rugged material. It won't come apart in water. By using water to remove the residue, the paper is kept clean and does a better job of fine cutting. The model should be washed in warm, clean water after all the sanding is done.

MESAC PLANS

I'd like to get complete plans for the MESAC slot car track. I'd also like to know how much money is invested in the track. When constructing such a layout, what tools will be needed, and what is the best type of wood and conductor tape to use?

William McCall
Philadelphia, Pa.

Bill, the MESAC track, which we've featured several times in past issues of MCS, cost several thousand dollars to build. It's absolutely gigantic, which just about rules it out as a "normal" home track. You'd have to have an unlimited pocketbook and gaggle of helpful friends to complete a copy of this track. The layout measures approximately 48' x 35' which will give you some idea of its size. However, this track does have so many features that we're going to run yet another article on it. Watch next month's MCS for an article titled "MESAC MYSTIQUE."

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4/Model Car Science



Now next time you drive my car, bring back something besides spare parts!

THE COST IS COMING DOWN

There are three hobby shops in town. None of them carry slot car parts. I asked them why and they said that equipment is too expensive. What can I do?

Steve Johnson
Ft. Collins, Co.

The cost of slot racing equipment got out hand for a while there, Steve, but it's coming down now, and the quality of the equipment is improving at the same time! However, if the shops won't carry it, the answer is to order direct mail from firms such as Auto World, etc. They advertise regularly in the pages of MCS. They have everything.

IS SPEEDY FOR REAL?

Come on, give it to me straight. Is Speedy Gonzales for real?

Jeff Williams
Los Angeles, Calif.

My gosh, Williams, would you question the existence of Santa Claus?

ANOTHER SPEEDY DOUBTER

My friend says that Speedy Gonzales is a fictitious character. I say he's real. Who's right?

Glenn Vernon
Los Angeles, Calif.

Your friend's name wouldn't be

Williams, would it, Vernon? Go to your room for doubting.

SPEEDY LIVES

Speedy Gonzales is the greatest slot racing writer the world has ever seen! He's loyal, brave, trustworthy, true to the cause, handsome, talented, intelligent, clean cut, American to the core, witty, charming, wonderful and generally splendid to behold. Keep his articles in MCS where they belong.

Speedy Gonzales
Mexico City, Mexico

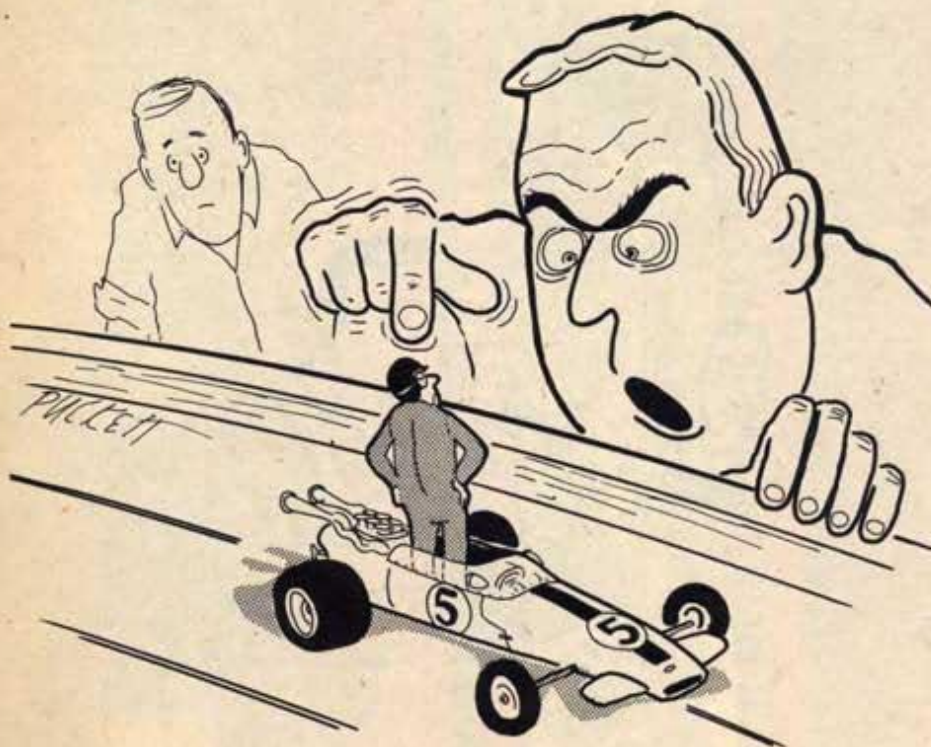
WHO?

Is there really a Ray Hoy?
Speedy Gonzales
Mexico City, Mexico

No, he's a figment of Jeff Williams' imagination.

HERE'S A GOOD TIP

On the model the "Oakland Roadster," I found that the fenders from MPC's "Ice Cream Truck" work fine. First you use a steam kettle and move the fender to the place you want it bent in the way of the steam. (This applies to any parts you may want to reshape.) After a moment or two, the plastic is soft enough for bending and reshaping. But, it must be done slowly.



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6/Model Car Science

Then cut the fenders down to size. Here are a few rules I found it wise to follow:

1. Bend it slowly, but not so slowly that it cools before you are finished.
2. Decide how you are going to reshape it before beginning. Although the steam helps soften the plastic, if you bend it back and forth it will stretch and/or break.

3. Don't try to soften one spot more than once or twice. Beyond that, the plastic becomes stiff and will not soften again.

I hope this will help somebody. Thank you.

Brian Stear
Los Angeles, Calif.

Thanks for the tip, Brian. We welcome comments from readers. Any of you other fellows out there have something to pass along, let's hear it.

MODEL CAR & TRACK?

Do you still publish *Model Car & Track*? If so, I'd like to order some back issues.

Rico Corley
Chicago, Ill.

We stopped publishing *Model Car & Track* several years ago, Rico, and merged it with *Model Car Science*. And we're sorry to say that we're completely sold out of back issues, which makes those in existence collectors' items.

MORE HO STUFF!

You've got a cool mag, but you could use more H.O. scale articles. Man, like there are a lot of us out here! How about it?

Fred Lough
Miami Beach, Fla.

Fred, this issue should satisfy you somewhat. Brick Price has worked up a storm, and we're sure you'll enjoy Bill Von Staden's regular H.O. column. Next month we're going to start a fantastic track building project, by Brick Price. Would you believe a wild hillclimb? Stay tuned.

THE "JET SET"

Just a note to let you fellows know how much most of us appreciate your coverage on the U.S.R.A. races. The "Jet Set" as you so aptly refer to them as, drive the kind of cars that we (the "average" crowd) would dearly love to own and drive. Keep those articles coming.

Alvin Hayes
San Francisco, Calif.

There are more "Jet Set" type machines on the way, Alvin! NAMRA (yup, that "scale" crowd) has just come out with a new class called "Group 7" for you drivers who prefer the "unlimited" category racers. Watch "Namra World" for further news.

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IT'S A
STONE!



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Pro Profile

MIKE MORRISSEY

By Lynn Fletcher

How do you begin to write about Mike Morrissey? You would think that most people would already know much of what there is to know about him. He has to be the most "in print" person in slot racing when you look at it over the past couple of years. If someone wasn't writing about him, then he was doing some writing himself. Now, as the editor of a newspaper, he must have more total influence on the average racer than any other single person in slot racing.

I generally consider myself as being an "old" slot racer, as my experience in the sport began in 1962, but I was more than surprised to find that Mike had me one year better, having begun his slot racing in 1961.

Not many of you reading this can remember the old English Scalextrix steel bodied slot racing kits back then, but this is how Mike's interest began after receiving one of those kits from an older brother.

Back then Mike and an old friend, Ron Quintana, did a lot of home racing together. In fact, they raced each other at home for almost a year before they found out that there were one or two commercial shops where they could drive their cars on a larger track against other enthusiasts.

Back in 1961/62, most of the shops were in the San Fernando Valley and Mike's first shop experience was at Echo Hobbies, in North Hollywood.

The track was 290 feet long and ran around the walls of the shop. Mike said that he and Ron were absolutely amazed when they first saw the track.

After spending most of 1962 traveling long distances to visit shops and gain driving experience, Mike and Ron began to race seriously practically every week. Toward the end of 1963, they were winning with amazing regularity.

Mike told me that at one point he and Ron figured by actual count that over the last few months of weekly racing they had won 96% of the races they had entered. They constantly finished 1st and 2nd.

Early in 1964, Mike and Ron met Rick Durkee at a shop in Gardena, and after a few casual races together, they formed an informal team and went on winning races, adding 3rd place to their finishing positions, and upsetting many shopowners with their consistency.

In April of that same year, Mike

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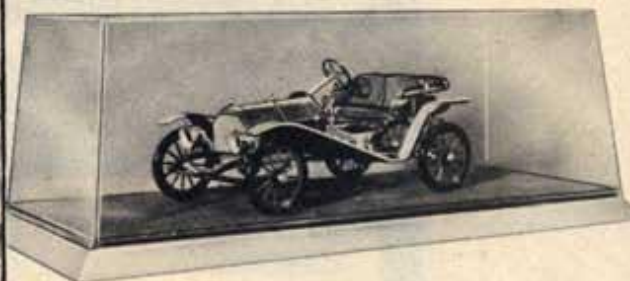
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TRAVEL RESTRICTED ON CERTAIN HOLIDAY PERIODS

first met Jim Russell. Mike was then racing at Le Mans No. 2. The track was a 195 footer with 17 turns and Mike had won ten straight weekly races. Jim approached Mike with the idea about forming a factory racing team, the first of its kind in slot racing.

At first Mike said that he and the other fellows were a little reluctant, mostly because they figured that being on a factory team would take away most of the fun, but after a little thought, they decided to give it a try.

In the beginning not much happened, according to Mike, except product designing and testing. In the meantime, Len Vucci was added to the team to make it four.

The first of their famous trips began in 1965. Rick Durkee and Len Vucci teamed up and went one way while Mike and Ron Quintana teamed to go the other. The idea was to cover as much of the country as possible by car in one month with the purpose of demonstrating the quality of Russkit products and their own driving skill.

Mike told me that they got beat now and then and sometimes in the most unlikely places, but he wouldn't elaborate on that statement when I asked where. He did say that they really had a great time and that the publicity trips were some of his best memories.

Southern California factory team racing was in full swing after that and Mike related some of their more heated battles with Cox and Revell Factory teams. But he remembered mostly the two enduros at which the factory teams were at each other the most. One was a 28 hour enduro at Santa Ana Raceway and the other was a 12 hour at a track which Mike couldn't remember at the time I asked. But he did remember that he and Russkit won them both.

The 1966 Rod & Custom Races brought the longest and most serious challenge to the Russkit team.

This challenge was from the Checkpoint Raceway team, with the two Steube brothers and later in the year, Terry Schmid as drivers.

Going into the last race of the year

at Rolling Hills Raceway, Mike had won two races, the 1st and the 4th. Bill Steube had won one, John Anderson another and Rick Durkee another. Terry Schmid hadn't won any of the races but had made every main event and finished well up in the points so that as the last race began, Mike had only a two point lead over Terry.

The younger of the Steube brothers, Mike, had just begun racing and was so new that most people were surprised to see him in the main event.

Morrissey considers this last Rod & Custom race as the best he has ever raced in.

He, Mike Steube and Terry Schmid drove the entire main event within inches of each other and it was only after a small accident in the last heat that the pressure let up, just a few laps from the end of the race. Terry finished 1st with Mike Steube 2nd and Morrissey 3rd, which gave the series title to Terry by two points!

In 1967, Mike gradually slacked off in his race activities and he and John Cukras began planning the newspaper which began as *Model Car Journal* and is now known to everyone as *Model Racing Journal*.

By the end of the year the paper was a reality and about ten of us began what is now the United Slot Racers Association.

Just about all of 1968 was taken up with keeping the newspaper on its feet and it was only after a thorough reorganization of the paper late in 1968 that Mike was able to think about racing again.

Through the years Mike has always had an excellent reputation for chassis design and building. You could always count on Morrissey to build at least four cars for any one race. Mike never lost his chassis building skill and his recently-begun chassis business is already a great success.

At the recent National Competition Committee meeting in Dallas, Texas, Mike was elected Vice President of the Competition Committee and so is continuing his active support of the slot racing sport. Good luck to you, Mike.



Better get it moving Ed, I'm only a lap behind now...

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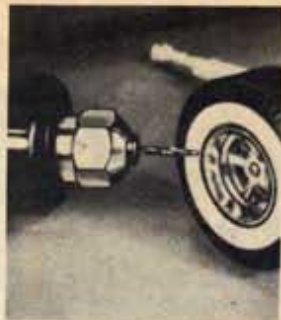
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SMALL STUFF

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Mura makes some high-class stuff. Groove on this. The scene is a four-lane, banked oval track situated on a four by eight foot board. Control is being handled by a Towerstat R-60. What's being controlled is an Aurora Ford GT, sporting a Mura pan. (Another pan? Yes, but hold on for a second.) The car does lap after lap at a steadily increasing speed. Finally, the pace up to racing speeds, it looks as if the driver forgot to shut down for a corner! Don't cover your eyes, he's out of it and heading for the next. How is this, you ask. We call it a Bat-Pan, baby, and it's as good as glue on the corners. I don't mean to say you never have to let up for a turn. You do, but not too much! But then again, there is some old saying that says there is no gain without a loss. Not being one to disappoint the old folks, I will say this is true of the Mura pan. The price for being glued to the track is a loss of response. Remember, you're asking a not-too-big machine to lug a big hunk of brass around. No small request.

Just for a comparison, a LaGanke pan was then bolted on the same car. I felt new horsepower! The car jumped forward, it went faster, and I deslotted in Turn One. Hmmm. What does this all mean? Well, I wouldn't want to generalize, but if you consider yourself a good driver, very good, you might like the LaGanke pan because of the slight edge in speed and response. On the other hand, if you're new to the sport, or you're one who likes to really flog a car through the turns, the Mura might suit you best. It can really be pushed hard before you lose it. When you do lose it, the car might flip, but like a cat, it always lands "paws" first. You can get your hands on a Mura for 79 cents. It's not too beautiful, but functional, yes. (Beauty don't win, function do!) By the way, forget the Mura mounting hardware. Those wood screws were a bad idea, guys. Tapered as they are, they split body mounts real easy, real easy.

Mura also has magnets available. I'm not gonna spend a page talking about them. They're brownish in color, soft to touch (flexible, I mean), and hard to catch! They work; I like them, Richard Harrison likes them (now there's a compliment!), and so do lots of others. They aren't Champion Arcos, but they are good.

Bring me to a point. Can there be such a thing as too strong a magnet? Champion makes me wonder. Even hot rewinds are all torque and no rpm with the Arcos.

How about those Mura slotted

brushes? So they don't rotate. That helps performance? No. But because they don't rotate you can take a brush "reading" after running for awhile. By closely observing the wear pattern you're getting you might be able to better adjust brush tension. Tension, in my opinion, is a small, but very important phase of fine tuning. A lot of power can be gained by having the brush tension just right. What do you do to get it just right? I don't know. I have hit it by luck on occasion, in which case a drag car is unreal. All I know is that these non-rotating things have showed me a lot. Maybe next month I'll go off the deep end on this (tech fans, blow your minds) but right now I'm staying ashore — there's more to talk about.

Now you think you've got your pans all straightened out, right? Well, you know I wouldn't have mentioned it unless I was ready to drop another one on you. Champion. Yes, them too; they have three ready, one for the Formula I car, one for the regular T-Jets, and one do-it-yourself, all-out competition pan. They hand it to you, and you cut it to size. It's a "Bat Pan," the outrigger kind, so you know it'll handle. I don't know how in the world you can use this thing with those ultra-low Champion tires. Pretty soon the c.g. will be under the track! I tried the Champion tires with the Mura pan, but too much is too much. Yes, it cornered, but it didn't run very fast. The hot setup was a thinner Champion or LaGanke pan with the Champion tires, or the Mura outrigger with the regular AJs at the rear. Seems that you're pulling less weight with the thin pan and low tires, so that might be the way to go. It'll take a while to get all the combinations sorted out. But when we do!

While I'm on Champion, I will tell you about a product I hadn't tested as of last month, but now have. It's the commutator plate that can be timed at 15 degrees advance, or left in the regular position (zero degrees). And that's not all! The plate is silver plated for better conductivity and the space between the slots reduced. This particular feature is said to be good for brush life by reducing wear. The part about the advance is the big deal. (Those of you who aren't home re-winders, don't tune out. This item can be used by almost everyone, and I'll tell how). Putting an advance on the comm makes for lots of top end power, for oval tracking, land speed records, road cars that have low gears and anywhere else that the accent is on top end. It works, but you alone will have to decide if one dollar and nineteen cents is too much. It's a lot, I know. We screamed for parts; now that they're here we can't afford them!

Now here's how you guys who can't rewind, and also the guys who can (but unsuccessfully, like me); can use the Champion comm. It is possible, if you are very careful, to unsolder a commutator and put on a new one.

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12/Model Car Science

A good idea might be to first try it on an old, worn out stock armature. This way you won't mess up a good one if you goof. Once you think you can do it, an excellent armature can result by combining an Aurora Speedwound Armature and the Champion plate. Be sure to remove the armature from the gearplate before you do your desoldering and resoldering. And under no circumstances should you cut the wire! Securing the comm at its three contact points with a small dab of epoxy should finish it off. A few don'ts: Don't use a lot of epoxy, it might touch the magnets and it isn't good for balance. Don't use large globs of solder, it's unnecessary and could touch inside the chassis. Finally, don't overheat the comm when soldering. I don't know if warpage is possible, and I doubt if any of you want to find out! By the way, you don't HAVE to set the comm at 15 degrees advance. It can be set at the usual zero and still give you the benefits of silver plating and less brush wear due to the small slots between segments. The choice is up to the builder. Please note that I do not claim this to be the ultimate in HO armatures. It is not, I'm sure. But it is a very reliable source of power, and does put out quite a bit of it.

Most HO racers have seen their share of Aurora rewinds. They're all the same — green wire wrapped on green-painted poles. Lately quite a few are showing up with red wire. I heard a rumor that they were Hong Kong rewinds. I figured if a Hong Kong stock armature really turns on — and they do — then this thing would be unreal! I wasn't disappointed. I ran sub-record times on my drag strip with stock gears, and sponge tires, no less! Many of you may think the sponge is superior, but on the strip, silicones rule. My little unfinished Volkswagen was boiling LaGanke's 1/4" wide sponge tires for the first four feet! The initial change to hop-up gears was a letdown, but the car is starting to run well on them. (Incidentally, I don't mean to take anything away from those LaGanke tires. On a road course they are excellent, and give good handling characteristics). At any rate, whatever this armature is, American, Hong Kong or whatever, it goes. I'll always say that the Aurora Speed-

wound is one of the best "per dollar" buys you can make on the HO market.

Yes, those Hong Kong produced Aurora cars really wail. Recently a test was run to see how much better one was than a regular American production car. For the test, I got together with two of the better drag racers in my home area. They were Rick Hanmore, a fellow college student, and Bob Cohen, an up-and-coming high school kid. Both can really wring the horsepower out of an HO car. The test was conducted on a twelve foot (fifth mile) drag strip. The Hong Kong was given to Bob, while Rick handled the chores on the American Torino. Though the "HK" was a Cheetah, both would run a Torino body for the test. Running them in absolutely pure stock condition, we felt, would prove nothing. Production tolerance difference could make one car a winner. So we ran them in what I call a "blue-printed" state. This includes: magnet shims, polishing of parts, oil, and a slight increase in commutator brush tension. After twenty or so minutes of flogging in the pits, I told the guys to put on the finishing touches and assemble their machines. First to run a timed series was Hanmore. His three run average came to 1.68 seconds. Not bad for a stocker. Cohen pulled to the line and ran off three runs that averaged an incredible 1.21! Cohen was understandably happy, and remarked at the amount of power he not only had, but that got to the ground. So this proved, at least to us, that the HKs are faster than their American cousins. Funny thing, the Cheetah was running poorly a week before, and had the test been run then it probably would have lost the race. Only a lot of breaking-in (by road racing) had brought it to its full potential. I can also testify that it was no "freak." I bought another Cheetah a week later and it is at least as fast as the first.

Next month I hope to have reports on the new Alfa Romeo by Aurora, the new "wild" series by Aurora (as you know, they are the rewind-powered stockers), and some new Champion goodies, among other things. Who knows, maybe we can get around to some real hard-core drag racing talk. See you then.



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BUILD THE "DODGE DAYTONA"-



IN HO SCALE!

THE WILDEST 1/87TH SCALE RACING MACHINE YET!

By "Brick" Price

In the endless quest for more speed, Dodge must be at least a step and a half ahead of its opposition. Looking more like a sub-orbital vehicle than a "stock car" (that's their term), the Dodge "Daytona 500" has a whole new nose job and a spoiler big enough to launch a 727!

Nascar can be thanked in part for this muscle-bound entry into big time oval racing. Many entrants were "fudging" a little by flaring wheel wells, lowering roof lines, etc., until Nascar started inspecting the cars with full-sized body templates. Regulations now require that any "special" cars must be made available to the public in quantities greater than 500 units before the car will be allowed to

compete. The original plan was to build 500 of the Daytona street models, but before the first one was built, there were more than 2000 firm orders.

The entire nose section is made of fiberglass to keep production costs down. Although the front air intake is small, it still manages to keep the car running cool. The spoiler on the street model is fixed and is shaped for appearance more than stability. The benefit of a spoiler such as this is questionable for boulevard blasts, but is sorely needed where racing speeds approach 200 miles per hour.

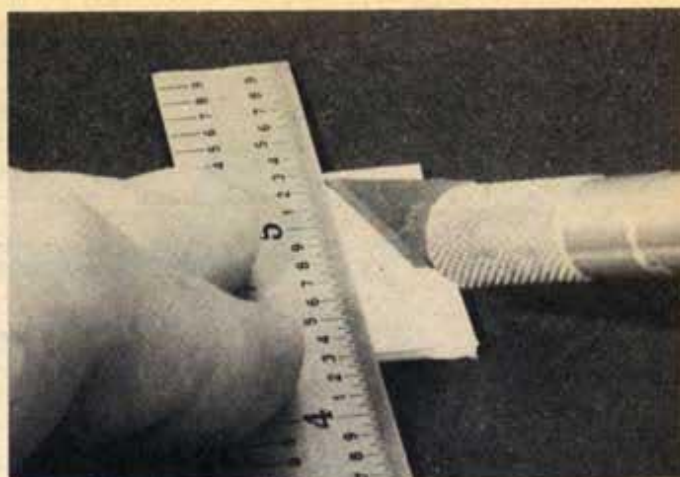
Equally questionable is the value of a long droopy nose and spoiler on an HO car. The value is there, though, in

the form of massive good looks a psyche value. Too many of the cars now running on HO tracks are shapeless blobs of plastic. The HO enthusiast has a wealth of scale accessories available to dress-up his layout, and the equipment is also there to build detailed cars, but it seems to go unnoticed by modelers.

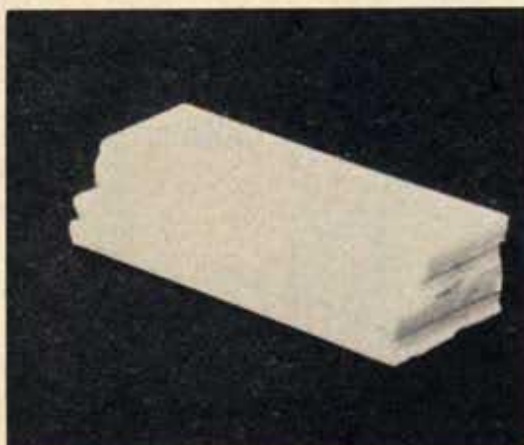
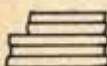
Eldon and Mini-Lindy have several static cars on the market that require very little effort to convert to HO racing. The basis for our project car is the Eldon Match Kit Dodge Charger R/T. With little more than a week's worth of evenings, you can own the wildest car to ever win on *any* track!



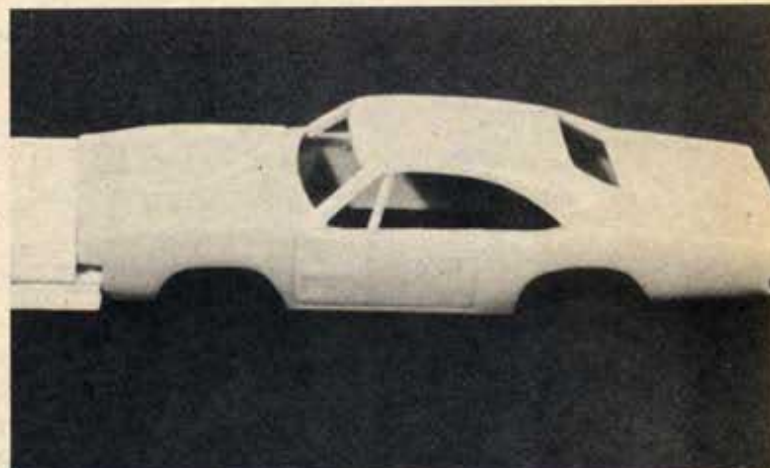
Eldon's Match Kit Dodge is one of the biggest value items in hobby shops these days. For 39 cents you get the Charger, Chrome bumpers and grille, interior, scale wheels, and a nice decal sheet.



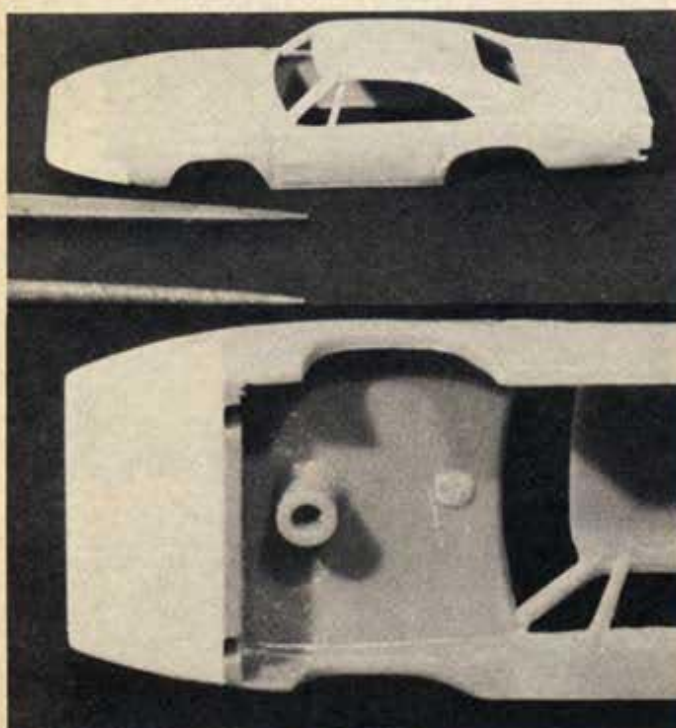
Cut several 1" x 1/2" blocks of .050" sheet styrene.



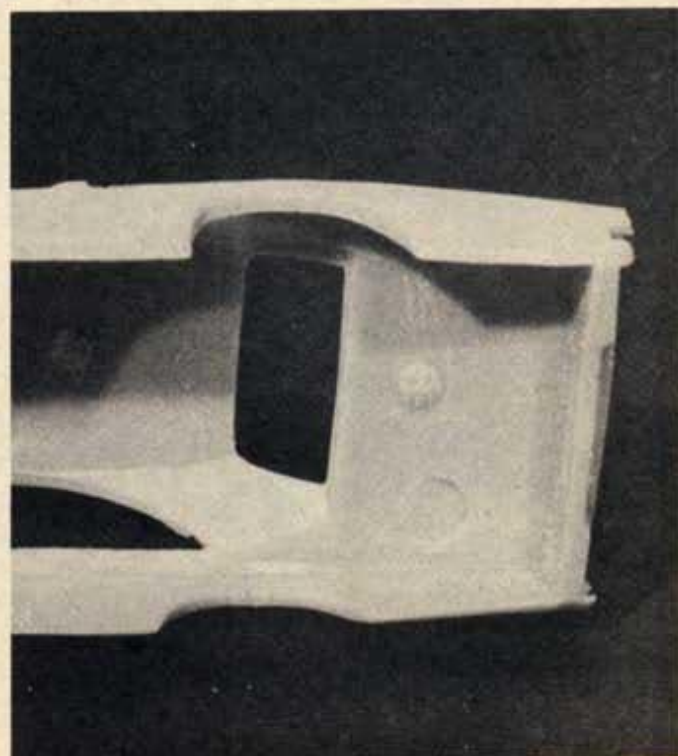
Glue the blocks together in the configuration shown and clamp in a vise for at least eight hours.



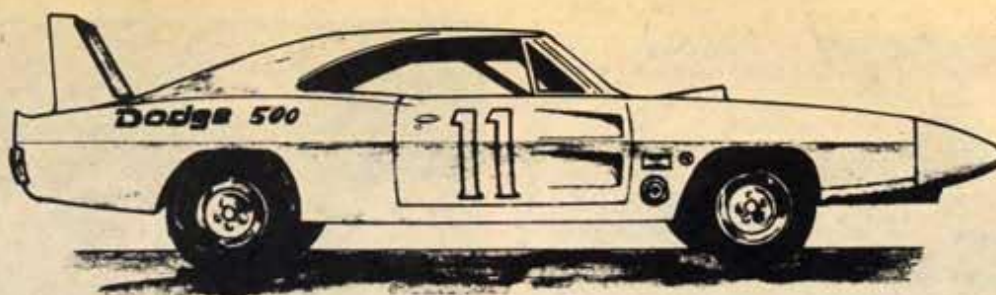
Glue the stack of plastic to the front of the Dodge.



File the nose section to the shape shown with swedish files or a sanding block.



Remove the body mounting posts with a sharp knife or X-Acto saw.



ALL SKETCHES ARE TWICE-SIZE FOR CLARITY.

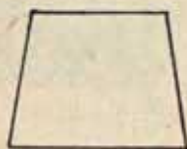


FIG. A
FRONT AIR SCOOP

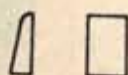


FIG. B
AIR SCOOPS



FIG. C
REAR SPOILER SUPPORTS

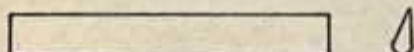


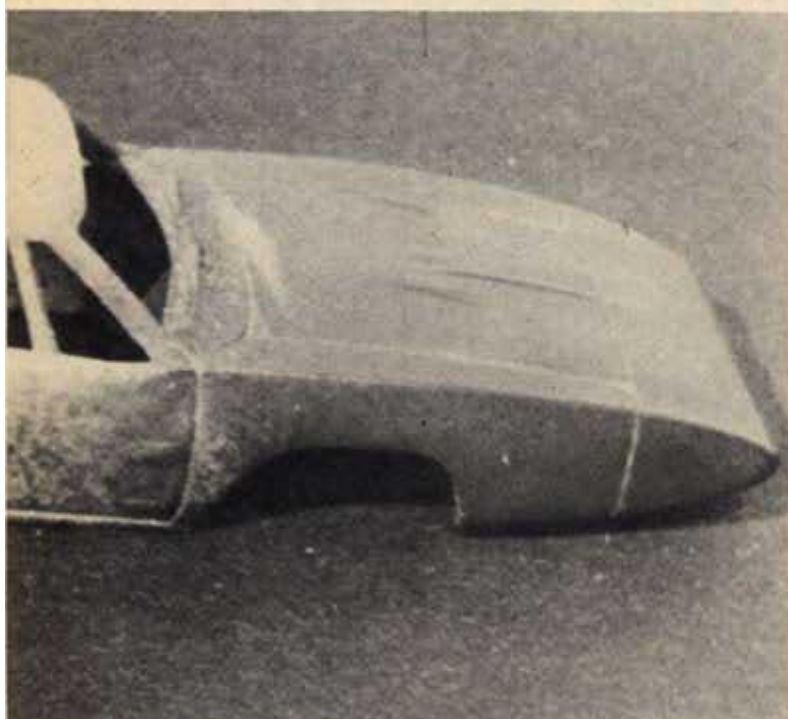
FIG. D
REAR SPOILER



FIG. E
FILE .050" STYRENE
TO THIS SHAPE FOR
REAR SPOILER
(NOT TO SCALE)

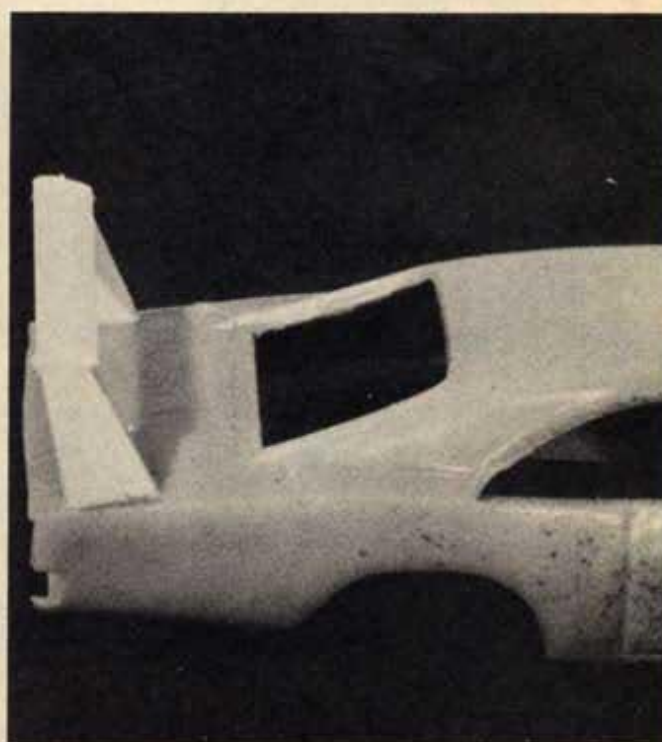


FIG. F
REAR WINDOW

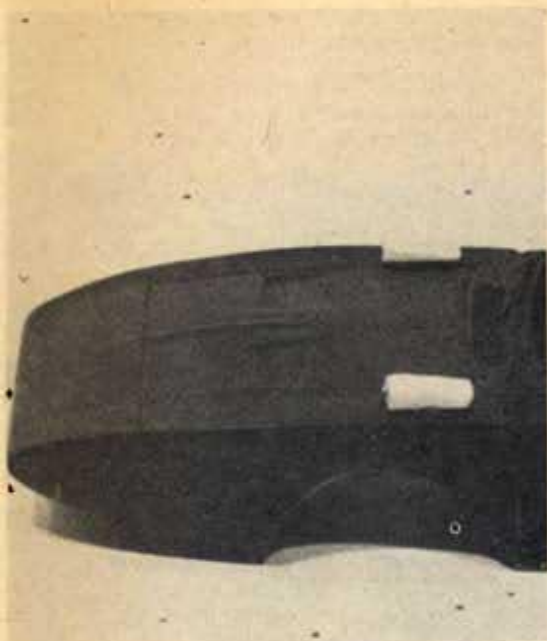


Spray the nose with primer and check for irregularities in the finish. A light sanding with No. 600 grit sandpaper will show up any imperfections.

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Glue the spoiler pieces to the rear deck. A small rubber bank will keep it in position until dry.



Glue the front air intakes in position. Cut the rear deck back to allow room for a flush-mounted rear window.



Glue the mounting posts in position, using an old chassis for spacing. These body mounting posts were lifted from Lancer's clear plastic body kit. However, the old posts could be repositioned to fit the Aurora chassis.



Install the body to check for tire and motor clearance. File the wheel wells until they just barely clear the tires.



Our car is competition yellow with black identification markings. Heat the can in warm tap water before spraying the car.



India ink and a crow quill pen or toothpick can be used to accent hood, door, and trim lines.



Auto World HO decals and the decals included in the kit were used to decorate the body. LaGanke's Mag Wheel insters set off the appearance of the car.



A piece of clear acetate was used for the rear window. Cut the stock front window from the rear window and glue it in place from the inside.



Parked alongside a stock Mercedes and a Phase I 'vette, our Phase II Dodge looks hot enough to take on any comers.



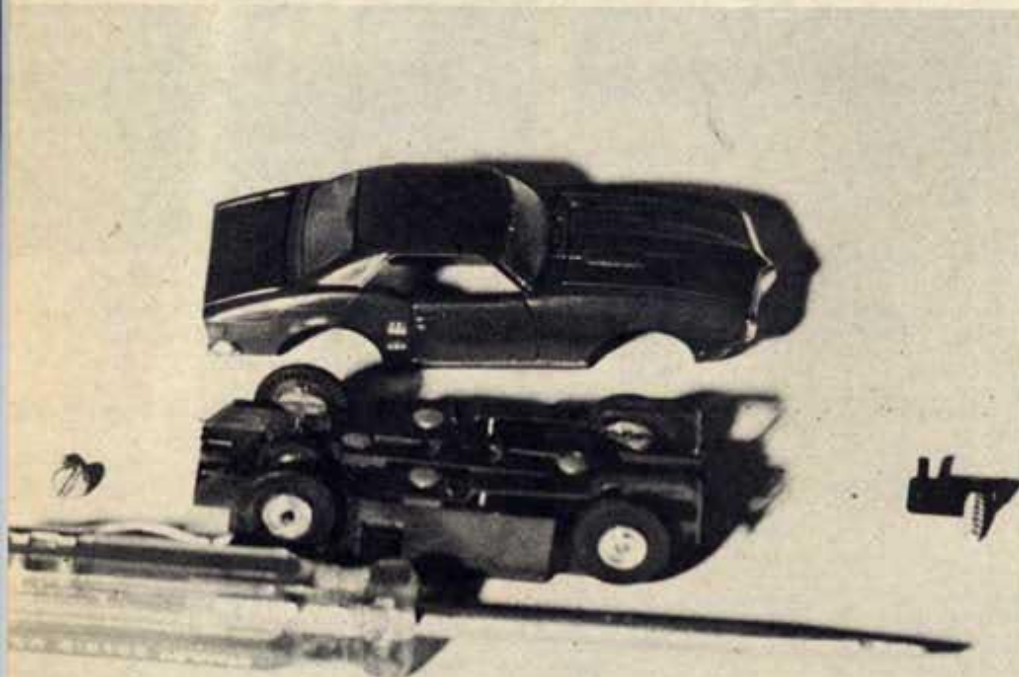
In future issues, we'll show you how to build more "way out" cars for your HO stable. On the drawing boards now are a ZL-1 Corvette and an Austin-Healey sports car. Look for 'em!

BUILD OUR HO WINNER

THIS MONTH WE'LL ADD
YET MORE HANDLING
AND PERFORMANCE
AND DECK OUR
PHASE TWO CHASSIS OUT
WITH A FIREBIRD BODY!

PHASE II

By "Brick" Price



A small screwdriver is used to remove the body from the chassis.

Since last month's Phase I article, you've probably had time to:

1. Get used to the newly acquired handling and power of your T-Jet.
2. Acquire more than your share of lint and dirt.
3. Discover that your best friend read the same article and is now blowing the doors off of your hottest car.
4. Gather some extra money that you can't seem to spend.
5. All of above.
6. None of above.

If you fall into any of the categories but "6", then you're primed for Phase II.

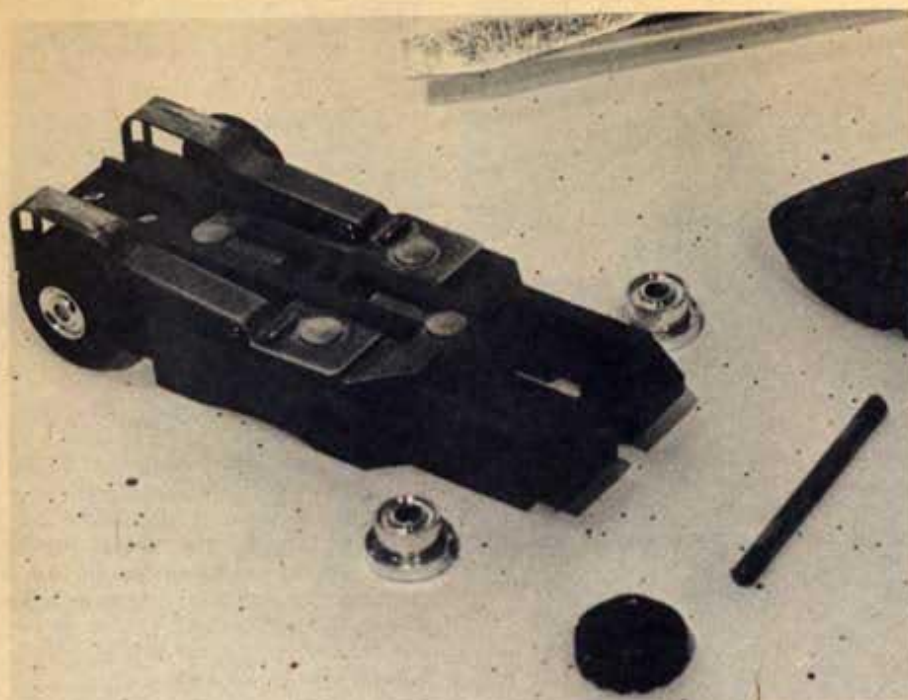
Many of the steps outlined in this series pertain to the newest Aurora chassis found lurking under the Grand Prix cars, as well as the more familiar T-Jet. The newest Grand Prix cars are hot in more than one respect. Box stock, the GP car will out-accelerate any of the other stock cars. Maybe our test car was faulty or its normal operating temperature is higher than the older T-Jets, but we couldn't keep it from heating up after a few competitive laps. The problem was somewhat relieve by increasing the brush tension and beveling the idler gear.

Unfortunately, this little bomb won't bolt up to a stock Aurora body, but it's a natural for the Lancer or Mini-Lindy bodies.

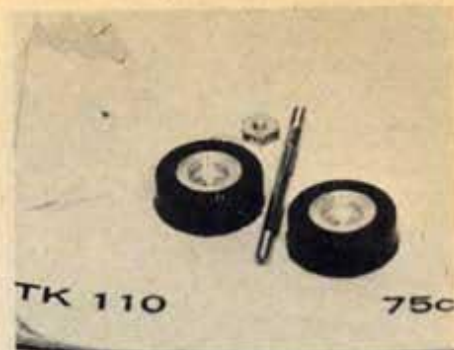
Other problem's were encountered when we tried to give it the full Phase II treatment. AJ's and La Ganke's front wheel assemblies are smaller in diameter than the stock wheels, allowing the front body mounting screw to drag on the track. To correct this situation, drill a new axle hole directly below the original and install the wheels in the normal manner. AJ's rear wheels are also smaller and result in an overall lower gear ratio too tight for bigger tracks. This would, however, be a fantastic car to use, as is, on the hillclimb track that we're working on now. (Part One, next month — Ed) Brakes and acceleration are great, thanks to the low gear ratio and a pair of huge magnets.

Some other items that will work on the GP car but *must* be modified are: silver brushes, brass pan chassis and Aurora's hop-up gear. Items that will not work on the GP car are: commercially available rewind armatures, high-density magnets and magnet spacers.

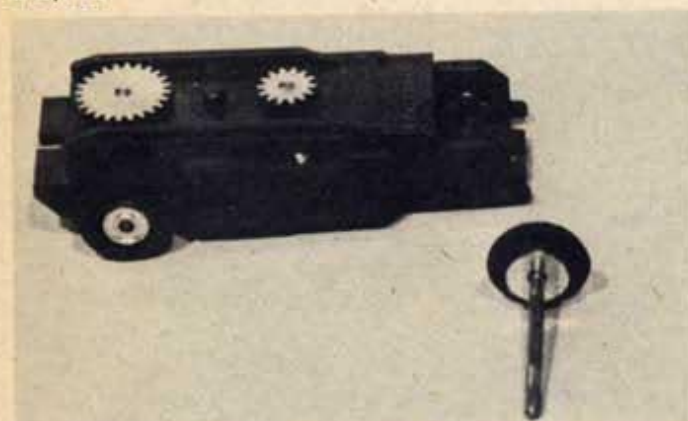
If you happened to miss last month's Phase I article, you can get it by sending 50 cents and a request for the Oct. 1969 issue of MCS to: Back Issues Dept., Model Car Science, 131 Barrington Pl., Los Angeles, Calif., 90049.



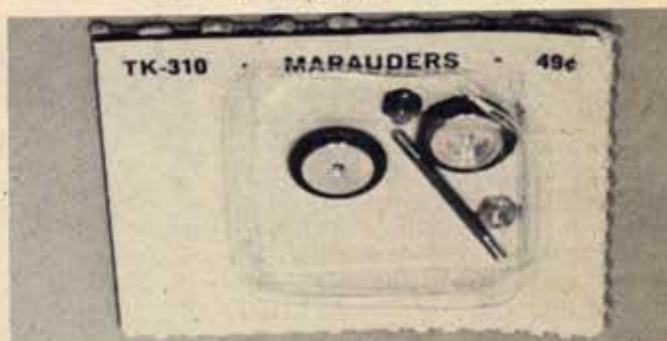
Remove the rear wheels by carefully prying them off with a screwdriver wedged between the chassis and hub. Remove the axle with a pair of pliers or dykes.



LaGanke's "Tiger Paws" or AJ's TK-110 Silicone Slicks mounted on machined aluminum hubs are among the best on the market for plastic tracks. Both companies make sponge rubber slicks for porous track surfaces. For maximum traction, clean the tires periodically with denatured alcohol. Apply a thin coating of Oil of Wintergreen or Riggins "Tire Bite" for even better traction. Press axle into place with a vise. Hold the gear in position until the axle has passed through it. Thread the retaining nuts and wheels into the axle.



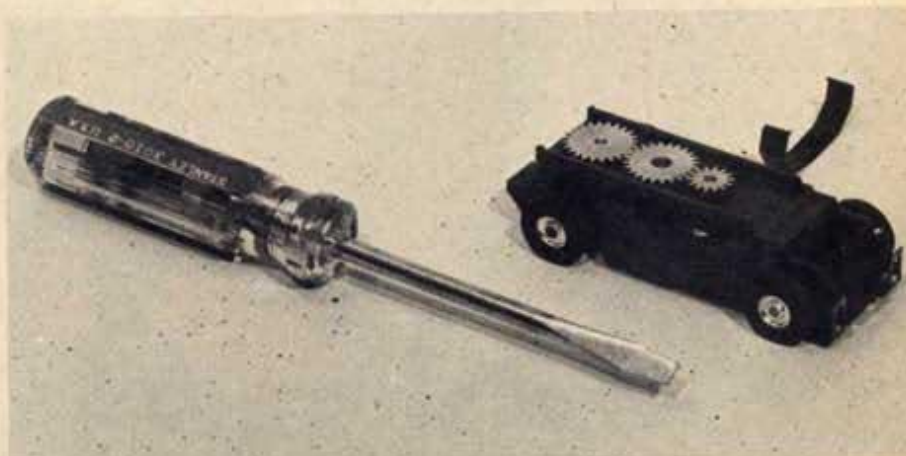
Remove the front wheels and axle by prying off the wheels and pulling the axles through with a pair of pliers.



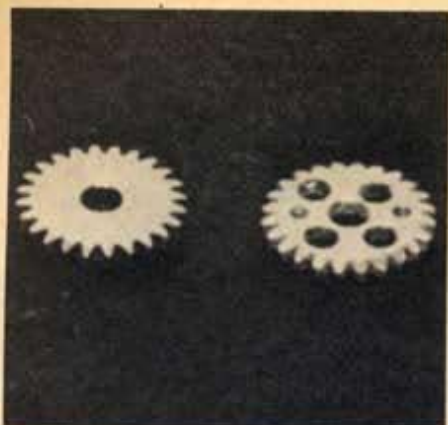
AJ's TK-310 tires are excellent replacements for the stock wheels. The tires are hard rubber, which decreases rolling resistance, and the machined hubs are guaranteed in their concentricity.



LaGanke's nylon spacers are a must for keeping the front wheels in position under the body. The spacers are cleverly color coded for different widths. In order from smallest they are; red, green, blue and orange. We used one green and one orange spacer on each side.



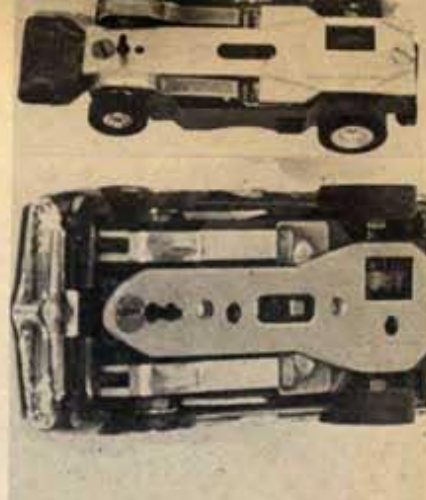
Use a small screwdriver to remove the spring clip that holds the gear plate to the chassis.



Remove the idler gear from the gear plate. Drill as many holes in the gear as possible without cutting into the teeth or shaft hole. Polish the top and bottom surfaces of the gear with No. 600 sandpaper and clean in alcohol.



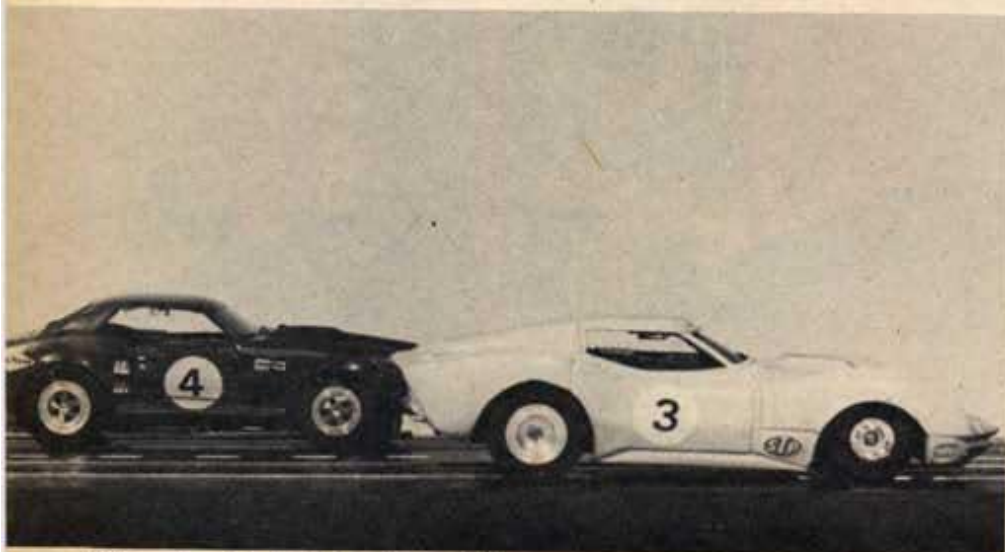
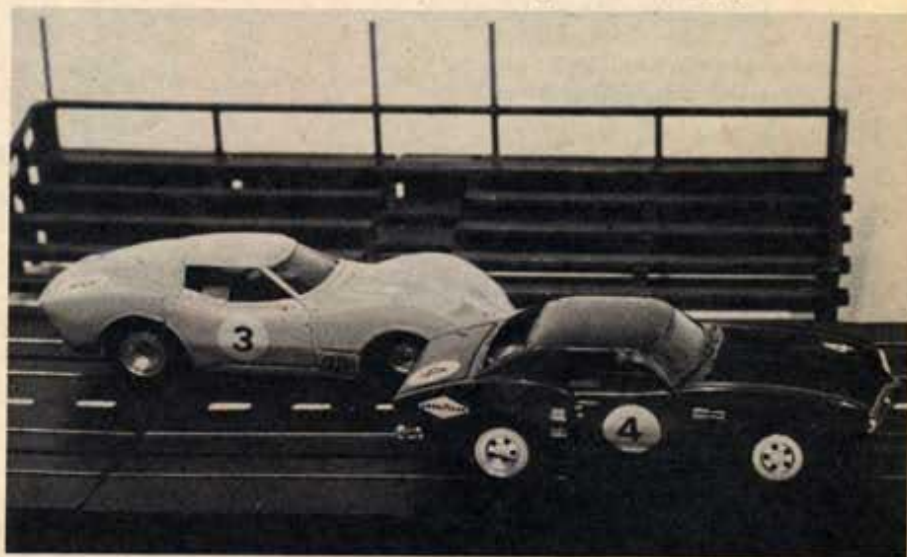
Replace the stock magnets with LaGanke's Tiger Mags (P/N 310) and Tiger Shims (P/N 250). Replace the reworked idler gear and re-assemble the motor.



LaGanke's brass pan chassis (P/N 320) is great for improving the handling of Aurora's cars, but it is a little heavy for stock motor, weighing about 70 grains. Our test car over-heated after a dozen fast, hard laps. File or cut the chassis to the configuration shown in the photos. If you intend to rewind your motor or replace it with a Tiger Arm, then leave it as is.



Re-assemble the car and check for tire and gear clearance to the body. The Mako-Shark shown was built at the same time as the Firebird. Both cars were completed through Phase I and turned nearly exact lap times. When the Firebird was completed through Phase II, it literally leaped away from the Shark. Its braking and handling are far superior and 50 laps were run without overheating the motor.



Externally, it's hard to pick out the Phase II car, but look out when the heat's on!



I couldn't resist whetting your appetites with this little jewel. It's Mini-Lindy's beautiful HO scale Healey. The details and dimensioning on this car are great, and with very little effort it can be made to fit the T-Jet. We're already experimenting with it as you can see in this photo taken during construction. Next month, we'll show you how to build a really wild Phase III car.

QUESTION SESSION

By Brick Price

Each month MCS will answer questions of general interest. Address all queries to Question Session, C/O Brick Price, 11795 Gateway Blvd., #3, Los Angeles, California 90064. Only those questions with a self-addressed, stamped envelope can be answered personally, time permitting.

long with pictures of your model. Please don't send color photos unless you include at least two black-and-whites. Polaroid Swinger pics are just too small to reproduce. All pictures should have an uncluttered background, should be very clear, and in focus. We've had to "circular file" (ash can) some groovy entries because of bad pictures. Send all entries to "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3, Los Angeles, California, 90064.

Q Could you possibly tell me how long and wide AMT's Allison engine is? Does it have a transmission? I want to build a dual Allison engine gas dragster. Would this set-up be practical? Would it be competitive in its class?

Robert Williams
Cleveland, Ohio

A The Allison engine will require a space 3-1/4" x 1-1/2". This includes the transmission, which is included in the kit. The set-up would be more lethal than practical. Jim Lytel had several wild creations using the Allison engine. "Big Al" was a tremendous success in drag racing exhibitions with one engine. "Quad Al" had four engines sandwiched in between the nose and body of a Fiat Topolino. Everything was functional and beautifully done on the car, but I don't know of anyone who had the nerve to utilize its awesome 5,000 (plus) horsepower.

Q Where can I get a lighting set up for my static model car display, preferably electric?

Don Gore
Ponchatoula, La.

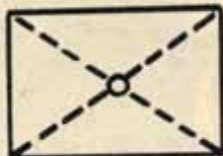
A Model railroad shops and most hobby shops carry grain of wheat and grain of sand light bulbs in various colors, shapes and sizes. These tiny bulbs put out a horrendous amount of light for their size. Mount the car on a platform such as a wooden cigar box. The wires and batteries can be hidden under the box with just the bulbs peeking through. Reflectors can be made from old model hub caps. Housings for the lights could be made from old headlight cases found in such kits as the '32 Ford Phaeton. With a little effort and some background in electronics, you can have your own miniature light show. If this idea appeals to enough of our readers, we'll try to do a "how to" article on it. If you'd like to see it, write to Ray Hoy, c/o MCS. After all, this is your mag; tell us what you want.

Q I have a problem that I'm sure many other builders have faced. How do you get the stock exhaust systems off the chassis when they are moulded in. I've tried sanding and filing them

out, but it's too hard to do. Putting often hides the detail and makes the chassis look too thick. Leaving them on looks odd when you have headers underneath.

Jim Hand
Bridgehampton, N.Y.

A There are several methods of removing the stock exhaust system, but they require special tools. The first method requires drilling a starting hole in the chassis with a drill 1/64" in diameter to accept X-Acto's jewelers saw blade No. 43R. Thread the blade through the hole and attach it to its respective handle. Slowly cut the old exhaust system away from the chassis. Try to keep the blade vertical at all times since it's extremely fragile and will snap readily. Clean the saw marks away with a Swedish file and fill in any holes with putty. Make a new floorboard from .050" sheet styrene glued to the tops of the frame rails. A hot knife such as X-Acto's or Auto World's can be used to do the cutting and finish up as described, instead of the saw. The easiest method is shown in the illustration.



A. Scribe on solid lines with X-Acto knife.

B. Drill a hole in the approximate center of area to be removed.

C. Cut from hole to the edges of this area.

D. Snap off the triangular shaped pieces and finish off with a Swedish file.

Q I am interested in entering your model car contest. Please give me information on how to do this.

Michael Armstrong
Cheyenne, Wyo.

A All entries in our Model of the Month should include a description of your model explaining any super-detailing, and your color scheme, a-

Q I have found a neat tip on how to make corrugated floor mats for your 1/25 car models. Take a large strip of ribbon and contour it to your floor. Make sure it is contoured when you put a THIN coat of epoxy and let it dry a day or two. Carefully remove the ribbon when the epoxy is dry and apply a medium coat of epoxy. Start laying on long pieces of thread to the epoxy until the desired effect is reached. Let it dry a day and then lay on thin coats of primer. When the primer is dry, trim the mats to size and spray the color of your choice.

Edward Bernard
6375 Beaulieu
Montreal, 206, Quebec,
Canada

A Thanks for the tips, Edward.

Q It seems that ever since I started building models, I've gotten cement on the windshield or elsewhere on the body. I licked that by using Elmer's glue and trying a little harder not to get glue on the body. I thought I had it made. HA! Now I'm faced with another problem - spray painting. Please tell me how and what primer, undercoat and spray paint are used.

Hugh Brodie
East Orange, N.J.

A I've found that "magic" self-spray gray hot rod primer lacquer is great for model cars, but any brand name primer can be used in its place. Heat the can in warm tap water to increase the spraying pressure. Clean the body with cleanser to remove any residue such as oily fingerprints or the manufacturer's mold releasing agent. Allow the body to dry completely before spraying. Keep the can 8" to 12" from the body. Start and finish your spray pattern past the ends of the body. Apply several light coats rather than a single heavy coat. AMT's lacquers are very good for inexperienced painters. They dry fast enough to keep dust from settling on the painted surface and any orange peel can be buffed out within a few hours. The gold and silver undercoaters are only necessary for candy colors. Do not sand an undercoater. This dulls the flakes in the paint and produces a horrible muddy-looking paint job.

**MPC'S NEW "DYNO-RACER"
FREE-WHEELING CARS
ACTUALLY "LAUNCH,"
AND MAN, THEY MOVE!**

If you build static models of the many fantastic funny cars, super stocks and fuel dragsters, chances are you're as big a fan of the real racers as you are of the miniatures.

When you build a model of a stock sedan, a dream car like the Dodge Charger III, or a show rod like Casper's "Phone Booth," the model looks just about as good on the shelf as the real car does resting in an auto show. A model of an actual racing car, though, is another matter. Racing cars are pretty, to be sure, but they're built to be raced, not just eyeballed. Those ultra-detailed kits of cars like Schartman's, or "Dyno" Don Nicholson's Cougars, look super-realistic on the shelf, but they would look even more exciting and life-like if you could see them in action.

Well, that ramp-like device in the photos is just the thing to inject some action into your shelf models. MPC calls it the "Dyno-Racer." The MPC "Dyno-Racer" can be considered the "ultimate" in slingshot drag racing. The "Dyno-Racer" ramp has a rubber band-powered starting ramp with a push-button trigger. The car supplied with the set looks like the usual 1/25 scale static model, but the chassis has been replaced with one of heavy cast-metal, featuring special free-rolling wheels. The cars are free-wheeling, with the engineered-in ability to coast longer than anything you've seen in miniature automobiles. Given a healthy push, these cars will coast for

yards, with an uncanny talent for self-correcting spin-outs.

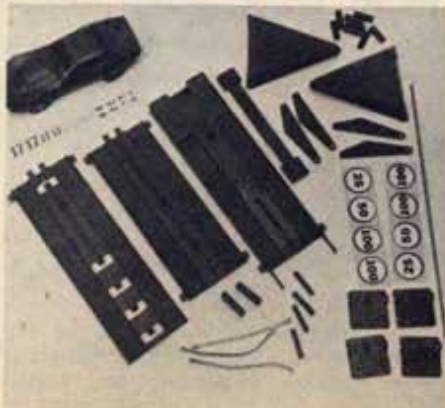
The MPC "Dyno-Racer" power launcher simply push-starts the cars for you, giving a controllable and adjustable amount of push-power and a guide to get the car off to a straight start. The power launcher works just like a sophisticated slingshot, with one or two long rubber bands hooking under the car while it is on the power launcher. The tension on the slingshot rubber bands is fully adjustable for car starting speed. You simply place the car on the front of the launcher, hook the car's chassis pin on the launcher's rubber band, pull the car back until a pawl on the launcher catches the rear axle, then press the release button to start the car down the straight. Each "Dyno-Racer" set includes instructions for simple banked curves and jumps to add action to the straight-ahead speeds.

Yes, the "Dyno-Racer" sets can be considered as toys. MPC has a giant television and campaign with just that market in mind. The fact that the cars are 1/25 scale, however, makes this one of interest to any static modeler. The bodies on the "Dyno-Racer" cars are virtually the same as supplied in MPC's static model kits, but the "toy" cars are molded of super-strong Cycloc plastic to withstand the abuse of a youngster. With only a little fitting, the "Dyno-Racer" chassis can be adapted to most any static model car body to convert a shelf model into a "Dyno-Racer." Now you can see 1/25 scale models of cars like the funny car Cougars, the Mr. Norm's Charger, the Malco Gasser, or whatever, in action! Just fit the "Dyno-Racer" chassis as we have outlined in the photos.

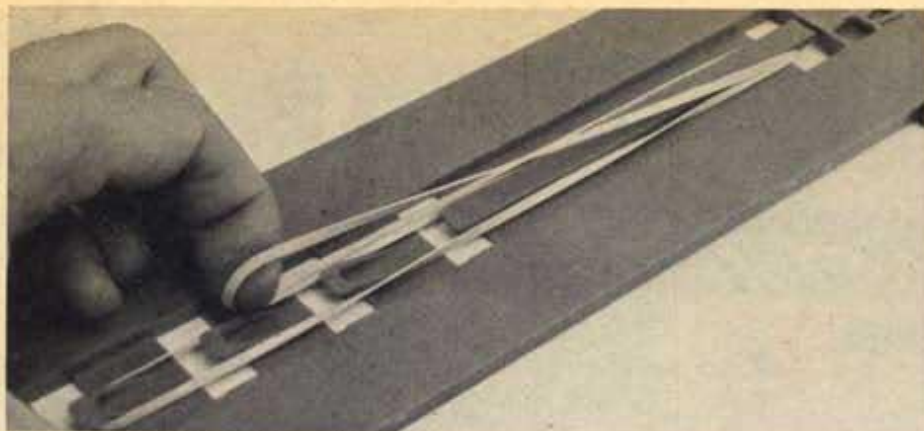
SLINGSHOT WARFARE

By Robert Schleicher

Each MPC "Dyno-racer" set contains push-together parts for a launcher (to start the coaster cars rolling), a finish gate (for straight-ahead accuracy races), and your choice of either a Corvette or Firebird coaster car in 1/25 scale.



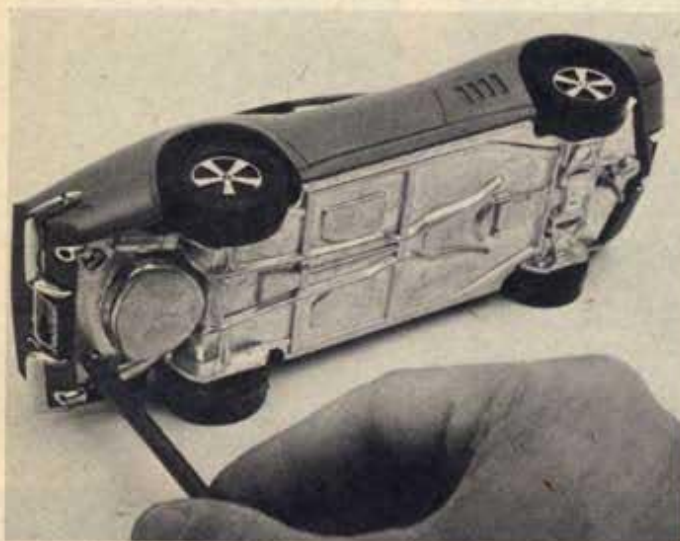




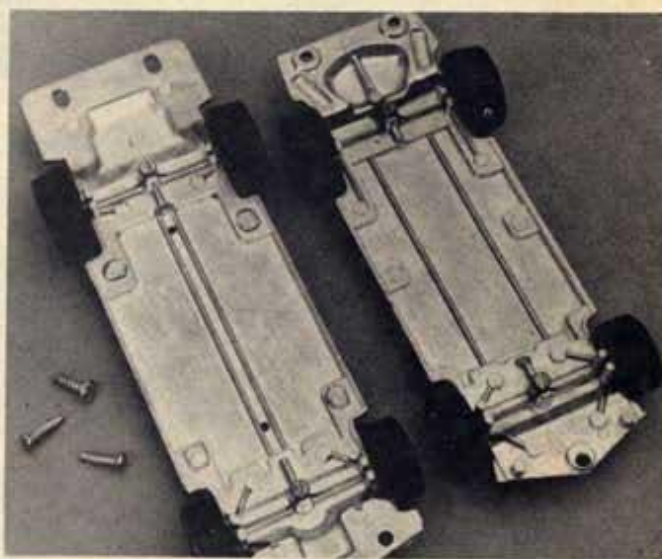
One or two rubber bands (supplied with the set) are hooked beneath the launcher track to one of four positions for a choice of launching speeds and power.



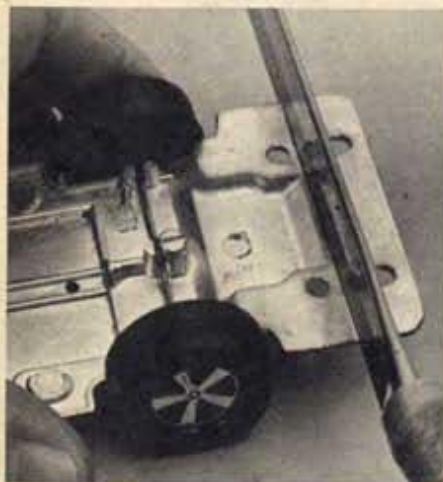
The small, pivoted pin beneath each "Dyno-Racer" car hooks on the launcher's rubber band. The car (hooked on the rubber band) is then pulled back to the end of the launcher where its rear axle can catch on a built-in pawl. A push-button, at the end of the launcher, is depressed to release the pawl and launch the car down the straight. No other track needed.



The special die-cast metal "Dyno-Racer" chassis is easily removed by loosening the three attaching screws. Wire axles and special tires help cars coast freely.



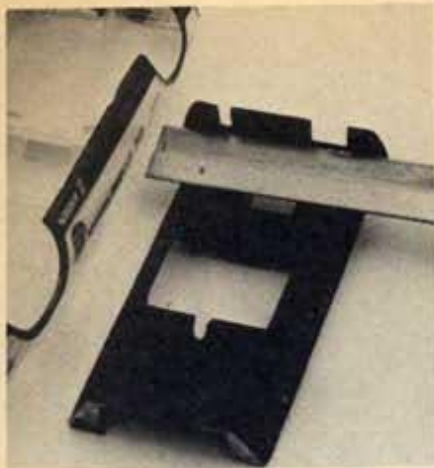
Two different chassis are available in "Dyno-Racer" sets or separate cars. The shorter chassis fits the Corvette, while the long one fits Firebirds and such.



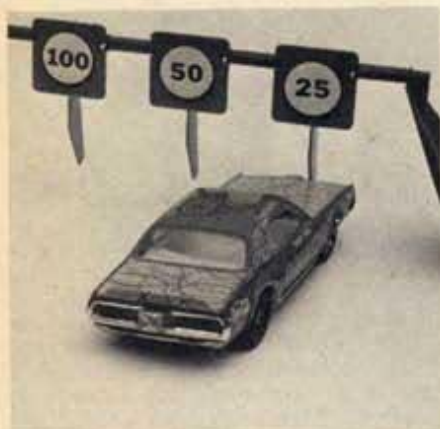
Almost any car with a wheelbase somewhere near the 'Vette or the Firebird, can be adapted to "Dyno-Racing." Rear of Firebird chassis is cut to fit Cougar.



The interior of the Firebird can be pried loose and glued inside the Cougar body shell as one method of adapting a static funny car kit to a "Dyno-Racer." Pliobond, or similar rubber-based glue, will hold Firebird interior (and Cougar body) to chassis and still allow body to be pried loose for change or repair.



The stock Cougar kit interior can be adapted to the "Dyno-Racer" chassis by trimming about 1/2" from the bottom of bulkheads, epoxying interior to chassis.



Finish gate has scoring numbers for use in events where winning car is the one that travels the straightest, or merely as an indicator of the "traps" in races.



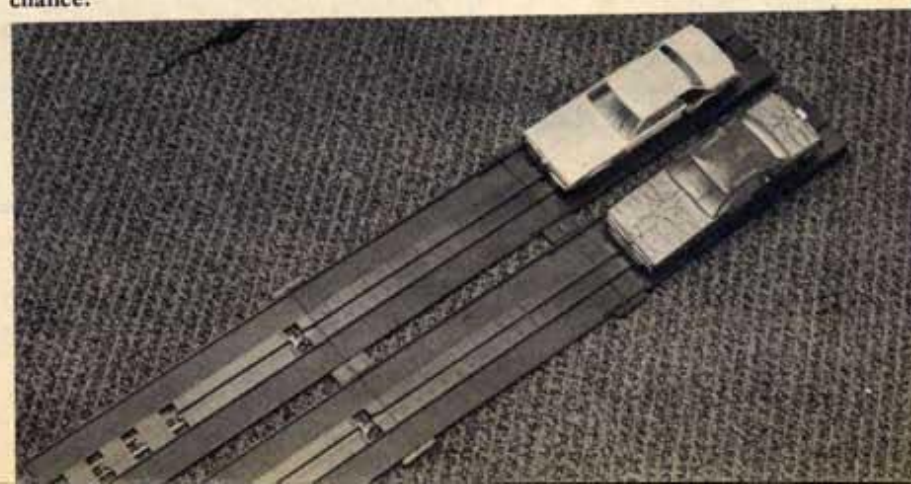
"Double Dyno-Racer" set contains two cars, launchers and finish towers. Or, you can use two "Single Dyno-Racers" side-by-side, as we did, to obtain two Firebird chassis for our funny car Cougars.



Cougars can serve as both display cars and "Dyno-Racers" if Firebird interior is held in body with masking tape so it can be removed and stock interior replaced.



Push button, at end of launcher, is depressed to start the car down the ramp. Adjustable rubber tension and button-starts give each car an equal chance.



INDIAN UPRISING

"FUN" IS OPENING A PACKING CRATE AND FINDING A MINI-BIKE AND A GO-KART - AND INSTRUCTIONS TO "WRING THEM OUT!"

By Ray Hoy



Putting out *Model Car Science* is usually quite a bit of fun, since we (the staff) are, after all, doing (for money) what we'd probably be doing for nothing, anyway!

While this is not a mini-bike magazine, our mail tells us that you people dig mini-bikes and go-karts. That's why we were tickled to receive a big packing crate from Machrina Enterprises, Inc., containing a mini-bike and a go-kart, and instructions to "wring them out!"

Well, wring them out, we did, and we had a ball doing it. The workmanship on the Machrina machinery seems to be of high quality. The "Li'l Indian" mini-bike was ridden by everyone in the neighborhood and the one thing it produced the most of was smiles. And isn't that the object of a mini-bike, to have fun with?

Mark, my 14 year old son, was the first to come up with the idea of using the mini-bike to take the "jumps," a series of hills behind my house used by the "big" bike riders. Naturally, I

tagged along to shoot a few pics, which you see here.

I don't really recommend taking jumps with a mini-bike of any kind, because they just don't have the sophisticated suspension (nor the sophisticated price tag) that the big bikes have. The "Li'l Indian" held up beautifully, however. We had a difficult time keeping the drive chain tight under these conditions, but adjusting it was a simple job.

The five horsepower Briggs & Stratton engine lets you simply wail along on the Machrina mini-bike. Acceleration is something else again!

The Machrina is an absolute miser with fuel. You can fill the tank and

run, it seems, forever before you have to refill it.

Drop a quick note to Machrina Enterprises, Inc., 11859 Levan Road, Dept. V, Livonia, Mich. 48150. Include 25 cents for handling. You'll receive a neat catalog of their products.

Seems to me, if you're really shrewd about it, you could manage to get their brochure in front of the right people (say, mom and pop!) and swing getting a bike or kart for a Christmas present. But don't tell 'em I said that!



Well, what do you expect from a mad editor? A mad son, right? Mark Hoy does a little hillclimbing in the Machrina "Li'l Indian" mini-bike.



We tested Machrina's "Li'l Indian Fun-Kart" too, and found it to be a kart that can live up to its name. A three horsepower Briggs and Stratton engine, mag-type wheels, dual rear friction brakes, and sturdy frame are featured.



Model of the Month

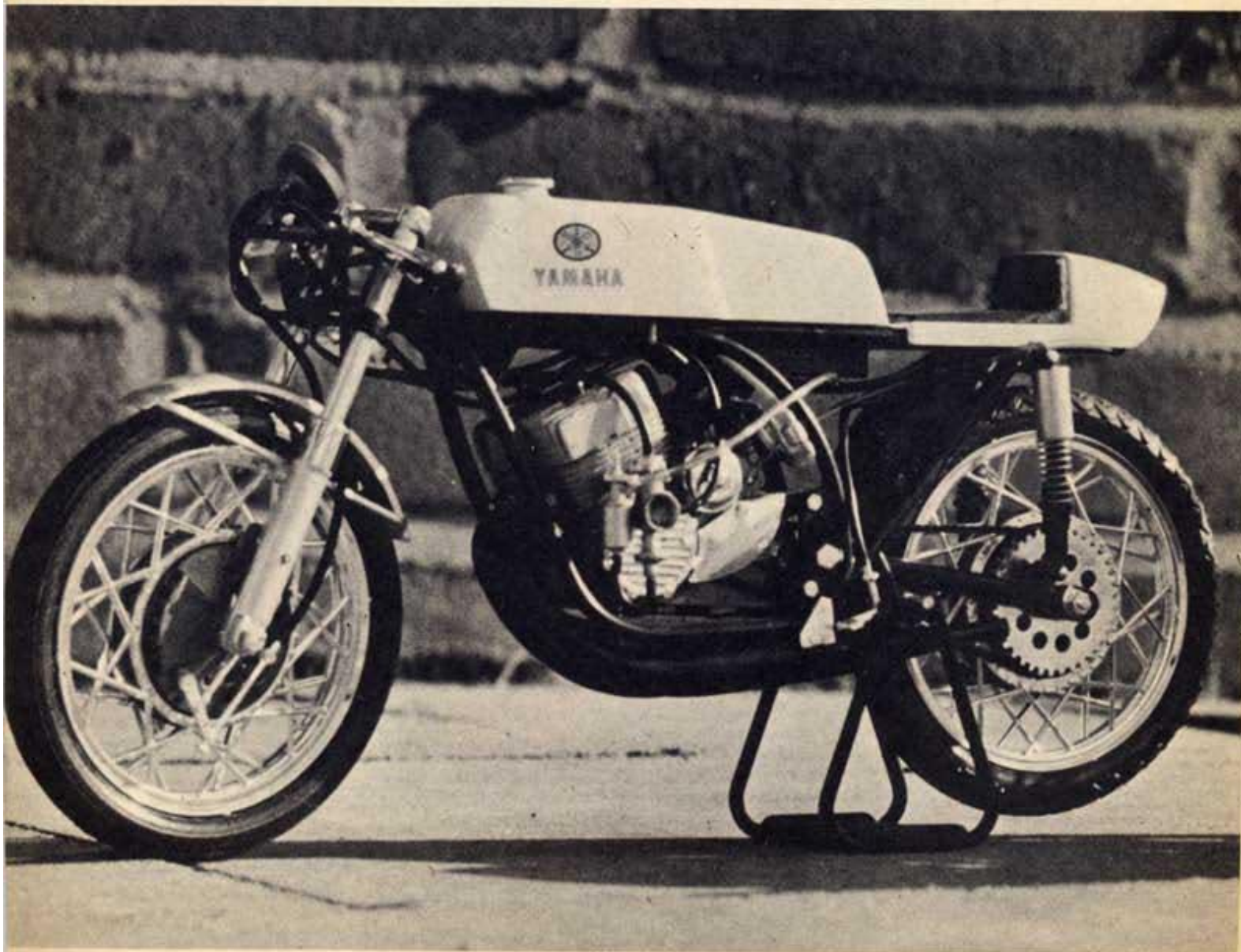
HOW TO ENTER

You can win this superb Dremel Moto-Tool kit if your car takes first place in our contest! Simply send a few sharp black and white photos (no color shots please) of your best car, along with a description of what you've done to it. Be specific when mentioning the parts you used, as other readers are interested. Send your photos and description, plus your full

name and address to: "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3 Los Angeles, California 90064. Sorry, no prizes for other than first place, except the pride you'll feel when you see your car in the pages of MCS!

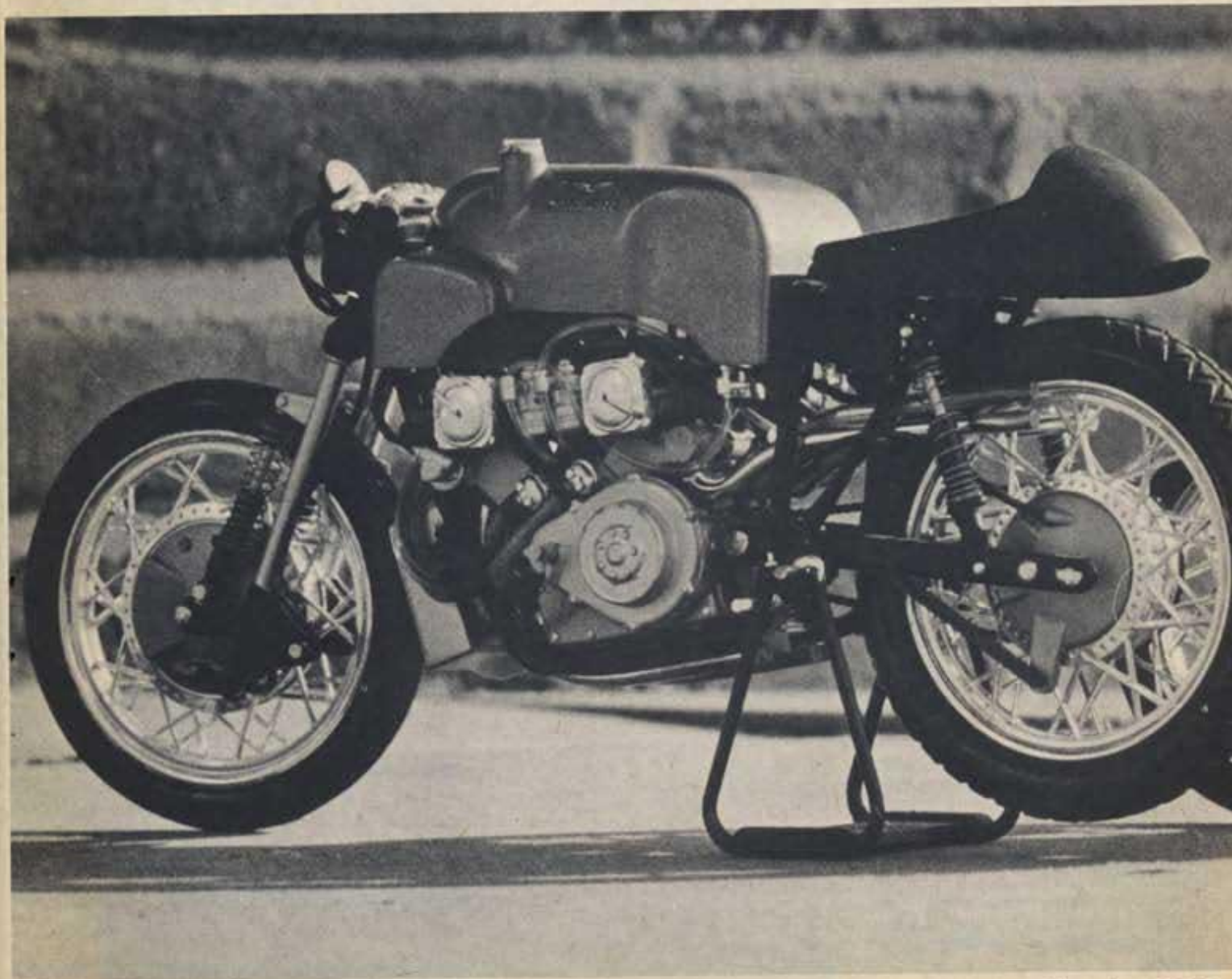
HERE'S WHAT YOU CAN WIN!

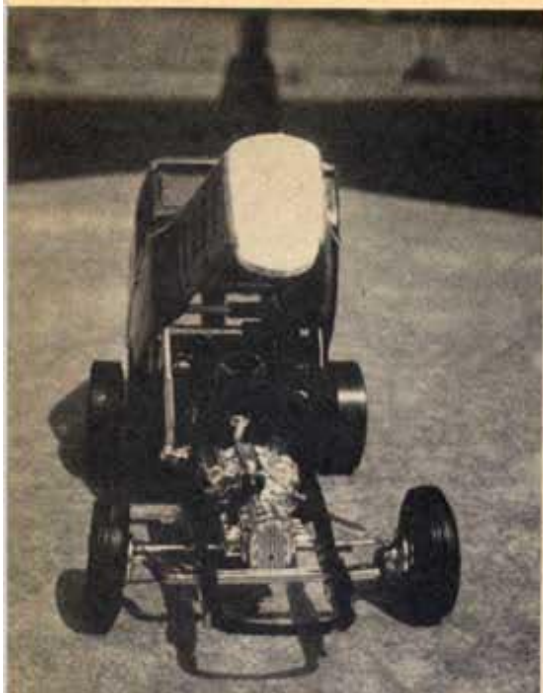
The first place winner of our Model of the Month contest receives this fantastic Dremel No. 261 Moto-Tool kit — a \$32.95 value! The kit contains the following: Powerful No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench and 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case! A magnificent, life-time tool set that is perfect for modelers.



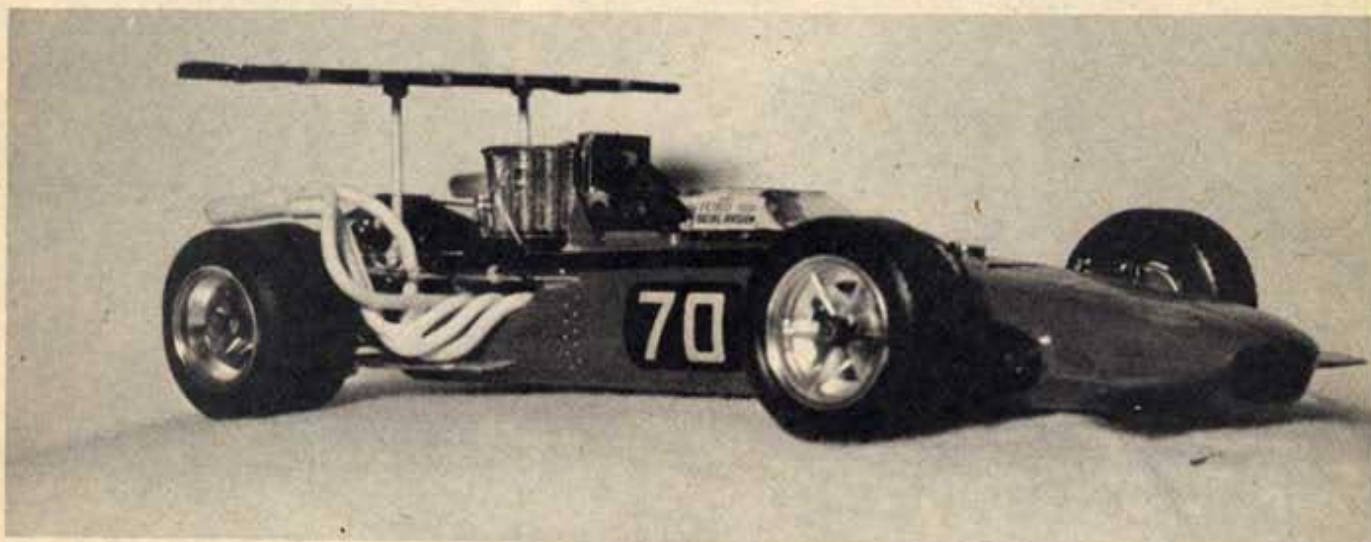


This month's winner of the Dremel Moto-Tool is Hans A. Muth, Pfalzgrafenstre. 11, 5026 Brauweiler/Koln, West Germany. To say that his models are great would be a gross understatement. The models shown were built from the Italian Protar kits of the Moto Guzzi and Yamaha Motorcycles. The Moto Guzzi is finished with a black frame and lime metal flake tank. The front and rear suspension works as well as the steering. The rear chain works and has simulated links that ride in a groove to give the appearance of meshing with the rear sprocket. The wiring and fuel lines are modified to give a more realistic appearance. Detailing is so complete that it includes such minute details as hose clamps and fittings. The Yamaha is as complete as the Moto Guzzi. It is finished with a black frame, white tank and silver front fender. Another fine Protar model is the four cylinder Benelli built by MCS staff member, "Brick" Price. These and other great motorcycle kits are available from Cycle World Models, Dept. MCS Box 20220, Long Beach, Calif.





"The Meatwagon" is a different funny car, built by Bob Jaday, of Richmond Ind. This 1933 Chevrolet Panel Truck has a 283 Chevy engine with a GMC front mounted blower. It is fully wired, including spark plugs, ignition, brakes and instruments. Rear tires are M & H Racemaster Dragster, with wheels from a '28 Ford pickup. The finish is Jade Green metal flake with white pin striping and white lettering.

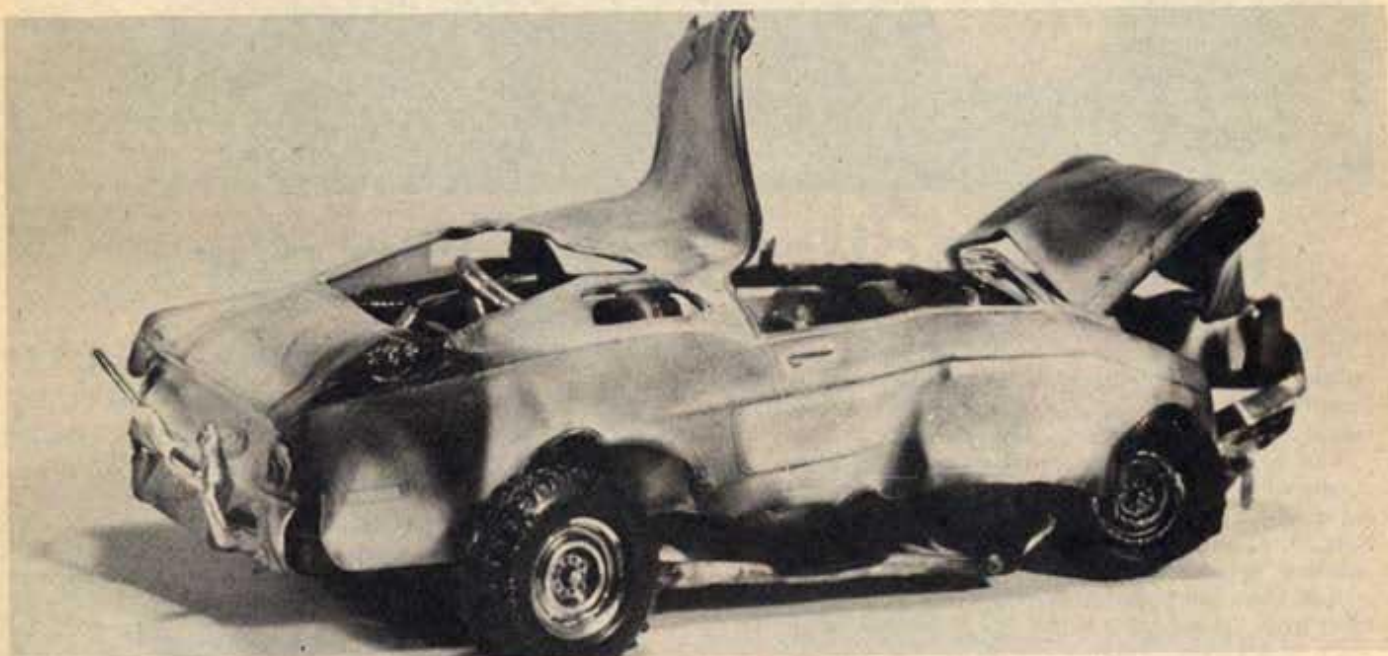


MPC's Eagle Formula A Kit was the basis for this lean-looking GP car by Dan Hanami, of Gardena, California. It is powered by Ford's potent 302 c.i. V-8 with Lucas mechanical fuel injection. Dan added the diaplanes and wing tip spoiler. Everything is wired including instruments. The extra oil cooler behind the driver is a Chaparral kit piece. The nose was extended and lowered. The finish coat is competition orange with a black stripe. Dan promised to send us pictures of a four wheel drive GP car as soon as it's finished.





Gary Skelton, of Hamilton, Ontario, Canada, has sent us several fine looking models in the past. His newest creation includes a lot of useful tips that you could use to detail a race car. You probably wouldn't want to carry it this far, but a wrinkled fender gives a racer that "lived in" look. The 1968 Mustang was completely finished and detailed before Gary worked it over. The entire front end was heated over a candle until it became rubbery and was rammed into the edge of a table. The tires were sanded down to give the appearance of skidding. Burn marks were made by holding the car over a candle momentarily. A broken windshield could have been simulated by freezing the plastic until it became brittle and tapped with a hammer.



It's pretty difficult to tell, but Chris Geiger, of North Merrick, New York, built this semi-custom from a 1964 Pontiac. Chris's car was kept in the semi-custom class by not having any major body work. The body work includes dechromed body, trunk line removed, new roofline added, front end extended, hood molded in, Riviera grille and rear deck extended. The car is painted a deep candy red. This color was achieved by applying candy red over a base of metallic blue. The engine is a stock Pontiac with spark plug wires, fuel lines, ignition wires, throttle linkage, radiator hoses and battery cables added for more realism. The interior is done in red and gold corduroy. All the interior details have been painted in and varnished cigar wood is used throughout.





MCS Looks at the big cars

A new Super Sprint racer that streaks around oval tracks up to 140 miles an hour is being sponsored by King Electronics & Manufacturing Corporation of Cleveland, maker of automotive testing equipment.

The new racer, so far without a specific name, but numbered 21 for lucky reasons by the driver, Robert Dean, Jr., is scheduled to appear on tracks in Ohio, Pennsylvania, New York, Indiana, Virginia, and later in the season in Alabama, Arizona, and Texas.

Bob Dean talks about his racing and little car as things apart from the everyday world. A tall, muscular man of 27 years, he fits snugly into the tiny seat of the racer.

He and a companion built the racer from scratch using standard parts or making them and welding them as needed. The engine is a standard 69 Chevrolet engine type 302 with some modifications that they do not like to discuss in detail. He said proudly that he gets up to 11,000 rpm and with the gear ratio he expects to do some real driving on the asphalt and dirt tracks this season.

He said, "you don't talk about how fast one goes on the track, but rather the number of seconds that it takes to get around one revolution of the track. For instance on a 1/2 mile oval track on asphalt good time would be 18-1/4 seconds; on a dirt track good time would be 19 seconds."

He added, "if you're in front in the race — you're winning; if you're not, you're losing — that's all you really need to know."

Most of the tracks are 1/4-mile, 3/8-mile or 1/2-mile in distance.

The racer is worth about \$5,000 had has two sets of tires, one for dirt tracks and one for asphalt.

SUPER SPRINT RACERS ARE A GAS! HERE'S A BRAND NEW ONE, READY FOR THE WARS!



Robert Dean, Jr., is shown getting into his new Super Sprint racer that was made by him and a friend. The car has a standard '69 Chevrolet 302 engine with "some" (ha!) mods. 11,000 rpm are on tap. The car is sponsored by King Electronics and Manufacturing Corporation, of Cleveland, maker of automotive testing equipment.

HERE COME 1970

All from MPC. Like the first word in '70 kits.

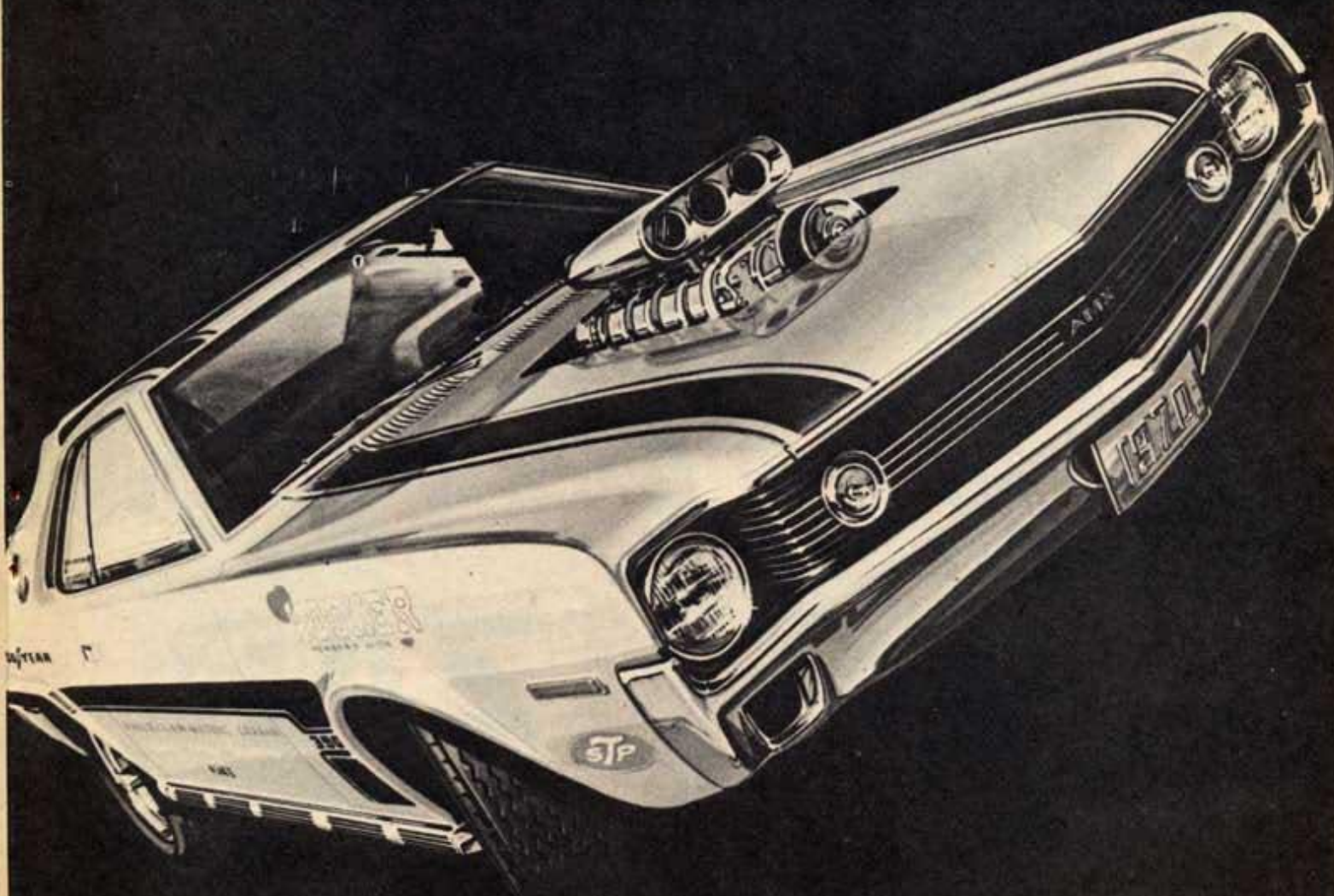
Like every word. BOLD. BOSS. MUCH. ZAP. FINE.

The right words. The right machines.

Like this tight AMX in big 1/20 scale.

Like all the rest. Here come 1970. Come to where it is.

For a few more one-words...FLIP...



BOLD

Build it Barris Custom. Build it Stock. Build it Ski Patrol. Build it Bold. It's beauty on wheels!



1970 GRAND PRIX



1970 CORONET SUPER BEE HT

HOT

Uncatchable High Rise. Or go with the Stock, NAS-CAR, or Police Patrol versions. They're all out-of-sight.

MUCH

There's nothing tame about this road cat. Two complete engines including the great 429 Semi-Hemi.



1970 COUGAR



1970 CHEVY PICKUP TRUCK

ZAP

A dragstrip workhorse . . . or groom it for special duty as a Navy fire fighter. Loads of accessories.

WILD

Ready for NASCAR competition 426 Engine. Hollow slicks. Rear louvers. Clear hood. Roll cage. Loaded!



1970 CHARGER



1970 MUSTANG

BOSS

Souped Ford classic. 428 under the hood . . . PLUS parts to convert this mover into a Cobra Jet.

TOUGH

. . . AND rugged. Four wheel drive. Cross country chases. High powered hunting gear. Outrigger seat.



1970 JEEPSTER

PLUS FROM MPC: 1970 GTO; 1970 CYCLONE SPOILER; 1970 BARRACUDA; 1970 CHALLENGER; 1970 CHEVROLET; 1970 BONNEVILLE; 1970 CAMARO; 1970 CORVETTE; 1970 FIREBIRD; 1970 ECONOLINE.

GO THE ONE WORD ROUTE! Come up with the one word that best describes your MPC model. Build it . . . say it! In one word. Send it to us. We want to hear from you. We'll send you our complete kit catalog in return. Make it an "In" word . . . make it your own word . . . make it one word. Send it to: ONE WORD, MPC, Dept. B, 126 Groesbeck Highway, Mount Clemens, Michigan, 48043.



THE ONE WORD IN MODEL KITS!

November 1969/35

THE WESTERN STATES CHAMPIONSHIP RACE



Well, we've got a new problem. Would you believe too many entries? Now I'm not complaining about the number of entries, 87, (which is the largest field we've ever had), but the problem was running them all in one day. We started signups at noon on Saturday and the Pro main ended at 5:15 a.m. SUNDAY MORNING! Talk about a dead group of racers. Most of them were up all of Friday night, too, getting their cars ready, but there was still a large crowd that stayed to watch the Pro main. But we've solved the problem already. We'll be running the amateurs on Saturdays and the semi-pros and pros on Sundays.

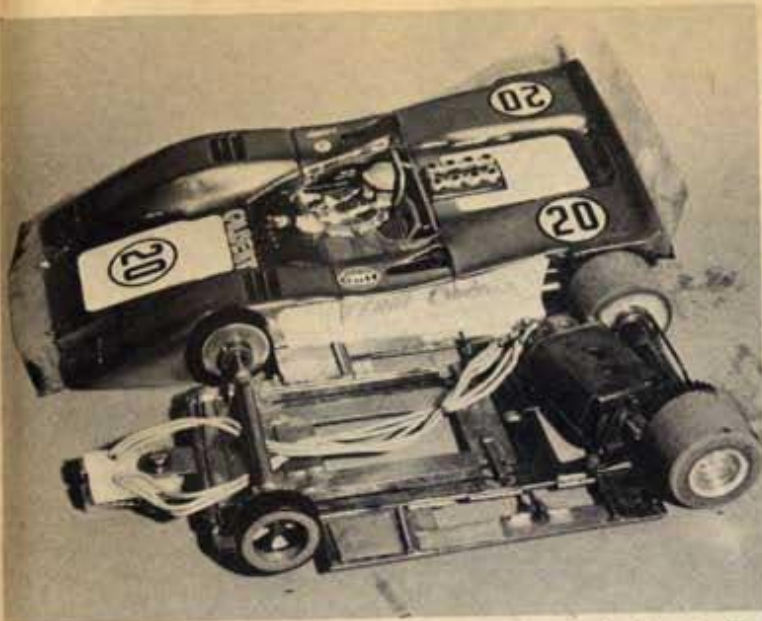
You say you'd like to have the same problem we have — too many entries? It's really very simple. Since we split the racers into three groups: pro, semi-pro and amateurs, our entries have really grown. And shortly we'll be adding one or two more classes for novices — Group 12 and Group 20. There's no limit to the number of entries we'll be having. And you can do the same.

Did you notice I said the Group 12 and Group 20 races would be for novices? This is the secret to solving the whole problem. Keep the drivers separated according to their capabilities. If you let your local pros run in the group 12 or 20 races, the pros, with their superior knowledge of the track and ability to set up the cars, will scare the novices

away. Keep the novices racing novices, and when one or two seem to be dominating the races, move them up to amateur class. If you handle it right you'll have to be adding tracks to take care of the extra crowds. It works for us.

All this action took place at Ron Granlee's Speed & Sport Raceway, 11187 Long Beach Blvd., Lynwood, California. This track was custom built to be a replica of Riverside International Raceway and is a beautiful and fast track with super battery power. Mike Kondor, driving one of Lee Gilbert's plate cars, had the track record going into this race, but there's just something about Mike Steube and track records. After qualifications he owned another one, turning a beautiful 4.67. Bruce Erickson was Mike's closest competitor with a 4.76, tying the old track record. Quickest of the amateur class was Roy Hood with a great 4.92. And the top semi-pro qualifier was an amateur we had just moved up, John Stephan, who turned as good as most of the pros, 4.85.

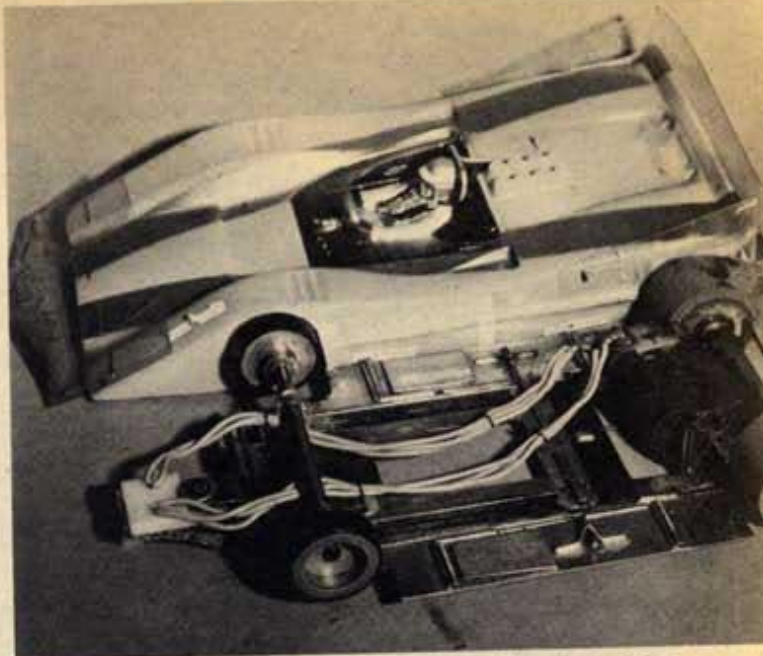
The amateur main started off with what looked like a runaway for Don Amedo, who was doing an outstanding driving job, until his motor blew. Herb Wade then took the lead and by carefully keeping out of everybody else's way took the checkered flag, followed by Jim Page in second



Lee Gilbert, currently the hottest chassis builder in So. Calif., drove this car to a second place finish. Lee used .040 spring steel plate to make the one-piece chassis. Drop arm and pickup is by Associated. R.V.M. front wheels and Checkpoint grey rear tires are used. Lee used a Mura can, cut down by Bob Green, to fit Arco DZ magnets without any shims and a Certus armature for horsepower.

and Peter Verdo in third. All of the merchandise that is donated for our races go to the amateurs; none of it goes to the semi-pros or pros. The amateurs really make out on this one. Check these parts which would be a welcome addition to anyone's slot box: Mike Steube chassis; Pete Zimmerman motor; Bill Steube's 40 pairs of Checkpoint tires; Gorski and Parma controllers; Irv Cox ready-to-run; Cox super coc. car; complete line of the quality Nutley & Associated parts; the new Thorp armatures that are now coming on strong; and \$100.00 in gift certificates from the U.S.R.A. Ron Granlee deserves the lion's share of credit for rounding up most of this merchandise and doing the impossible task of calling this race for 15 straight hours! I wish there would be more like you Ron. We also had one lone girl racer to face all these guys — DEBBIE DRIVER. That's her name! She deserves a great deal of credit for just trying. Can you imagine what would happen if we started a powder puff class? Another 40 entries?

In the semi-pro semi-main, Ken Kessie had the lead, I was in second, half-way thru the race, driving a plate car that I had super bullet-proofed (I thought). There was so much crashing going on in that race it was unreal. I was just trying to keep out of everyone else's way. I was doing a pretty good job of it too, holding second by three laps over 3rd place Bernie Ertrachter, the car handling beautifully, when lightning struck. I'm sure you've all been in the same situation a hundred times. I was following a car thru the esses. He came out, taking me with him, but I ended up in another lane and ran full bore into the wall, making a pretzel out of a rear wheel and binding up the rear end. Anybody got a crying towel? With this super power the destruction can be pretty bad, but the worst was yet to come, in the main. Kessie went on to take the win, with Bernie second, and after a tough battle Dave Howard nudged Jim Aguirre for third. These four moved up to the semi-pro main. The main, from start to finish, belonged to John Stephan. We had just moved John up out of the amateur ranks, where he had been terrorizing the troops there, and now it appears he's doing the same thing to the semi-pros. A little more of that John and we'll throw you into the arena with Mike Steube! And as if that isn't bad enough, Mike's brother, Bill, is starting to run stronger now. Bill took 2nd in the main just a couple laps behind John. Local jet Matt Azzara grabbed 3rd with Ken Kessie fourth.

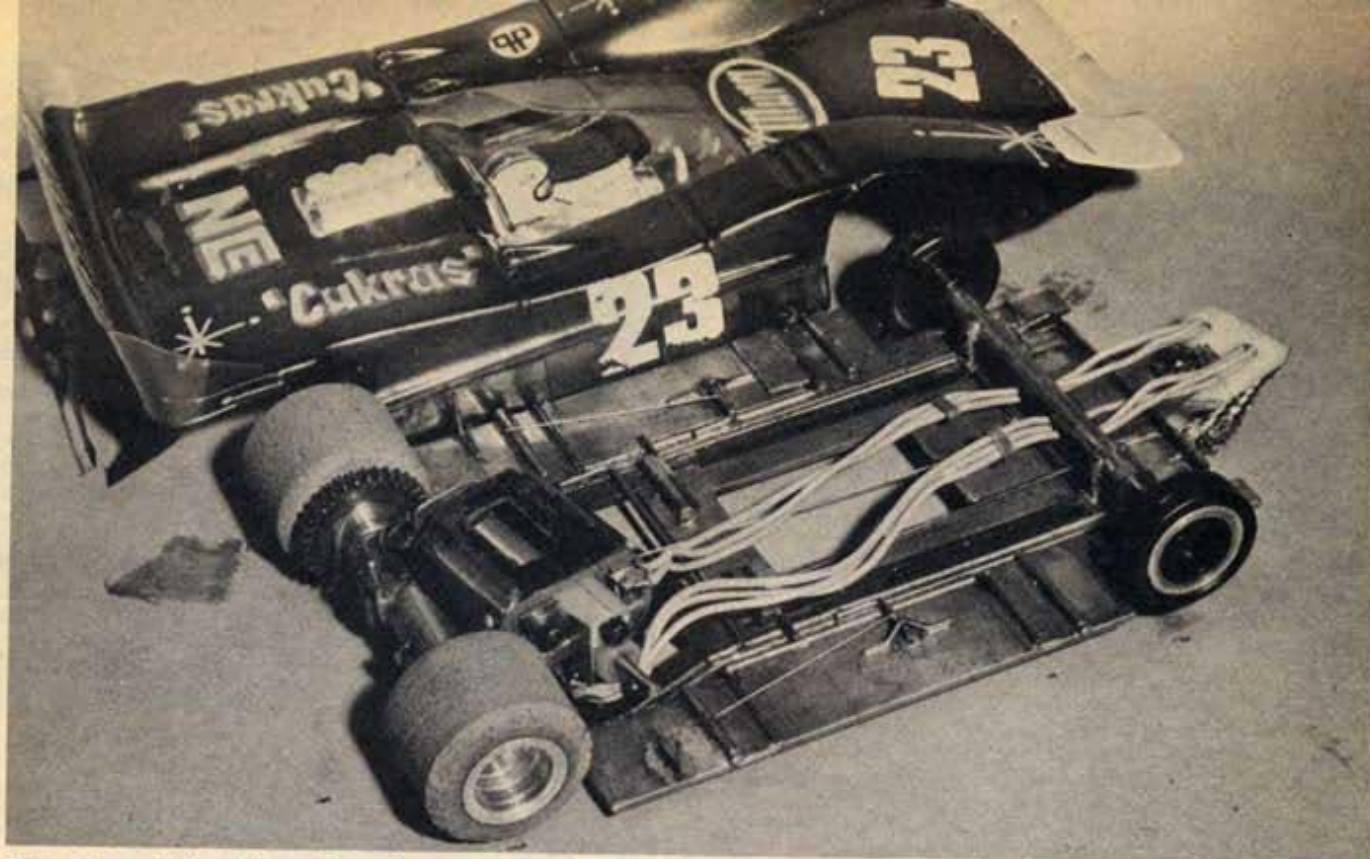


Another plate chassis by Lee Gilbert was driven to a third place finish by Bruce Erickson. A Thorp No. 24 wire armature gave Bruce enough power to be as fast as any car on the track, but some burned motor brushes cost Bruce too much time in the pits.

And now about 3 a.m. Sunday morning we're ready to START the Pro program. This being our Western States Championship race and the most important race of the year, we expected a large turnout of Eastern racers, as in past years. It never materialized. The giant Texas race a few weeks earlier was completely dominated by the So. Calif. cars. Mike Steube won this, but seven of the eight cars in the main were from So. Calif. (Phil Killian we salute you.) Some of the Eastern stars were so psyched out at this race that, after having thrashed their cars all week long, they decided to kiss it off and not race. This was easily accomplished by showing up at the track not only after tech inspection had been closed (it was held open an extra 40 minutes just for them) but after qualifications were over and then asking to race! How about a Fickle Finger of Fate award for the group? As it worked out, with the number of entries we had anyway they weren't missed. Our out-of-town entries did include a group from San Francisco headed by Jim and Russ Aguirre, another group from Washington headed by Fred Kunze and John Sawyer who took 2nd and 3rd in concours.

Starting off in the pro semi-main, Mike Kondor took the lead and made it look like an easy victory over the field, with Lee Gilbert taking second and that future pro prospect, Bill Steube Jr., just edging that old pro John Cukras for third. We were missing another old pro in this race. John Anderson had easily won the last U.S.R.A. race here and was closing the drivers standings points spread on Mike Steube. Unfortunately, John developed a throat infection and was sidelined. It was a shame, too, because Pete Zimmerman appeared to have a jet ready for John.

But it was time to start the destruction derby. The crying towels were wringing wet after this one. To get an idea of what I mean, the first three finishers in the semi-pro main had more total laps than the winner of the pro main! It didn't start out that way tho. Mike Kondor, driving one of Lee Gilbert's beautiful plate cars, was out in front and opening up his lead. Kondor drives this track as well as anyone and he was sure proving it. His No. 24 wire Thorp armature was putting out great power and his Gilbert car was handling perfectly. This lasted until halfway thru the race when he ran out of motor brushes. Kondor had won the semi-main but there wasn't enough time to change motors for the main so he had to gamble on it lasting. He



The old pro, John Cukras, drove this plate chassis by Jim Aguirre to a fourth place finish. John is the field racing representative for Mura products and has been having his hands full trying to figure out how to make the new low profile "B" production motors reliable. I think if they left the cutout in the bottom of the case as it is, but filled the top cutout in with a bubble in the can for armature clearance it would improve the magnetic field and eliminate their problems. It's worth a try. With the way John's been burning brushes, he's ready to try anything.

	TEAM	E.T.	LAPS	BODY TYPE	MOTOR	REWIND TURNS NO. WIRE	MAGNETS	CHASSIS
MIKE STEUBE	CHECKPOINT	4.67	421	PORSCHE	STEUBE	NO. 24	ARCO DZ	STEUBE PLATE
LEE GILBERT	CERTUS	4.84	384	MAUI MCLAREN	CERTUS	NO. 24	ARCO DZ	GILBERT PLATE
BRUCE ERICKSON	DYNAMIC	4.76	377	DYNAMIC MCLAREN	THORP	NO. 24	ARCO DZ	GILBERT PLATE
JOHN CUKRAS	MURA	4.88	345	BLOOM MCLAREN	MURA-B	NO. 24	MURA B	AGUIRRE PLATE
BILL STEUBE JR.	CHECKPOINT	4.89	344	PORSCHE	STEUBE	NO. 24	ARCO DZ	OWN
MIKE KONDOR	SPEED & SPORT	4.84	323	MAUI MCLAREN	THORP	NO. 24	ARCO DZ	GILBERT PLATE
TERRY SCHMIDT	MURA	4.80	305	MCLAREN	MURA-B	NO. 26-28	MURA B	AGUIRRE PLATE
DAVE GRANT	LENZ	4.79	274	PHASE III MCLAREN	LENZ B	NO. 27-28	MURA B	OWN



Possibly the best car on the track was this Gilbert RTR plate chassis machine driven by Mike Kondor. Mike lead the first half of the race until his motor brushes wore out. Mike's McLaren was powered by a Bob Green modified can with Arco DZ magnets and a Thorp No. 24 wire .007 armature.



Dave Grant was running on the lanes right next to Mike Steube and giving him a good race until his car was destroyed. Dave's plate chassis was powered by a Lenz Super "B" motor featuring a Lenz No.27-28D .007 armature.

lost. The same thing happened to Bruce Erickson, who was running second at the time and looking great. Bruce was also running a Gilbert chassis and his power came from a Thorp No. 24. He lost his motor brushes! I believe Bruce is due for a big win or two shortly. His driving ability is as good as anyone's and now that he's running Gilbert cars all he needs is a little reliability. Mike Steube then took the lead and looked like an easy winner when disaster struck! The same thing happened to Mike that happened to me (and about 50 other guys). He deslotted coming out of the esses, ended up in another lane going full bore for the wall. It knocked his drop arm off! Mike jetted towards the soldering iron and just slapped some solder on, soldering the arm solid to the chassis so there wasn't any drop. He was back on the track and seemed to be running as well as ever. Mike didn't have to hurry tho. Nobody was trouble free in this race. John Cukras and Terry Schmid both lost their brushes in their Mura Super B motors. They've got to be doing something wrong. I ran two Super B's in warm-up races and hours of practicing and I had no noticeable brush wear. They do run quite a bit warmer than the tall Mura case with Arco DZ, tho. There is still something not quite right with them but that low profile sure makes a car handle better. But then even Steube motors don't last forever (it just seems that way). Bill Steube Jr.'s motor wore out the brushes in the main. Bill had run it in a warmup race, 400 laps, the semi-pro main today, 428 laps, pro semi-main, 221 laps and the pro main, 334 laps. Only 1,383 laps! I don't know, Bill Jr., but if I were you and planned on racing all day long like you did, I'd have a talk with your dad and have him give you something with a little better reliability factor. (I can just see Bill, Sr. hitting the roof! Ha!)

And then there was Lee Gilbert. Lee keeps telling me he can't drive and then he'll go out and break a track record. He's been finishing in 2nd and 3rd place and with a little more luck — who knows? He had to stop and replace a couple of gears and a controller today but still managed to come in second. But more important than this is the cars Lee builds. He has always built great flat or round wire cars, but now he is concentrating on the plate cars, made from .040 thick spring steel plate. Lee, Mike Kondor and Bruce Erickson have made a fantastic showing on every track

FRONT WHEELS	FRONT TIRES	REAR WHEELS	REAR TIRES	TIRE GOOP	GEARS & RATIO	CONT ROLLER	PICKUP
CHECKPOINT	CHECKPOINT	CHECKPOINT	CHECKPOINT	DART	7-34	GORSKI	SIMCO
RVM	RVM	CHECKPOINT	CHECKPOINT	DART	COX 7-34	PARMA	SIMCO
RVM	RVM	CHECKPOINT	CHECKPOINT	DART	COX 7-34	GORSKI	DYNAMIC
RIGGEN	RIGGEN	RIGGEN	RIGGEN	ZIMMERMAN	REHCO 7-34	PARMA	SIMCO
CHECKPOINT	CHECKPOINT	CHECKPOINT	CHECKPOINT	DART	COX 7-34	PARMA	SIMCO
RVM	RVM	RIGGENS	RIGGENS	DART	COX 7-34	KONDOR	CHAMPION
REHCO	REHCO	ASSOCIATED	ASSOCIATED	ZIMMERMAN	COX 7-34	PARMA	SIMCO
REHCO	REHCO	CHECKPOINT	CHECKPOINT	ZIMMERMAN	COX 7-34	PARMA	SIMCO



Concours winner was this highly detailed Porsche by Dynamic, and owned by Joel Cohen. Dynamic should have their new Lexan material bodies out shortly, which are able to take much more punishment without being destroyed. And they should have the A.V.S. shadow out by the time it's raced. Thingies, here we come! Is that scale crowd going to blow their minds? (Yes! — Ed.)

L.A. CHAMPIONSHIP POINT STANDINGS

MIKE STEUBE	65
JOHN ANDERSON	41
JOHN CUKRAS	22
STEVE BOGUT	21
TERRY SCHMID	20
BRUCE ERICKSON	20
PHIL RUBIN	19
MIKE KONDOR	15
LEE GILBERT	14
MIKE MORRISSEY	13
DOUG HENLINE	8
DAVE GRANT	2

AMATEUR MAIN

1	HERB WADE	5.08	419
2	JIM PAGE	5.14	410
3	PETER VERDO	5.05	394
4	MANUAL GUZMAN	5.04	342
5	TOM EATHERLY	5.09	315
6	DON AMEDO	4.97	283
7	ROY HOOD	4.92	164
8	BOB MOORE	5.15	14

CONTRIBUTORS

MIKE STEUBE	CHECKPOINT
PETE ZIMMERMAN	SPEED & SPORT
PARMA	NUTLEY
GORSKI	COX
IRV COX	GATOR
THORP	AUTO WORLD

they've run Lee's cars on. I was also running a plate car and the difference in handling is readily apparent. They're smoother and more stable in the corners. They're also more bullet-proof, which I need. Lee is the only custom chassis builder I know of at the moment who is building these chassis to sell. Part of the reason is, he's able to get the chassis already cut by Bob Green, an accomplished machinist. The first one I made took me six hours to cut out with a Dremel Moto-Tool, but the second one only took an hour. Lee also has just recently started running for Certus Eng. and has been rocketing with their armatures and other custom parts.

Remember I said the pro main was a destruction derby? At the end of the race there was only three cars left running on the track. Mike Steube, who won it, Lee Gilbert who took second, and Bruce Erickson who took third. John Cukras (4th) was in the pits on his second motor change (brush wear); Bill Steube, Jr., 5th, (brush wear); Mike Kondor, 6th, (brush wear); Terry Schmid, 7th, (brush wear); and Dave Grant (8th) who was rocketing along with the leaders in the earlier part of the race until a few crashes too many put him out of the race. So chalk up another big win for Mike Steube. He's making it look so easy some of his competition are beginning to call him Mr. Lucky. But nobody can win that many races on luck alone. Apparently they've never heard the old saying, "THE HARDER I WORK, THE LUCKIER I GET."

I must apologize for not having a picture of Mike's car for you. Al Hall, our photographer, waited until 1:30 in the morning for Mike to return to the track and then Al had to leave. Mike left right after qualifying and didn't return until after 2 a.m. so consequently no picture. Maybe we can slip somebody else's picture in for a change of pace. But never fear, you'll be hearing much more about Mike, you can bet on that.

PRO SEMI-MAIN

PLACE	NAME	E.T.	LAPS
1	MIKE KONDOR	4.84	234
2	LEE GILBERT	4.84	227
3	BILL STEUBE, JR.	4.89	221
4	JOHN CUKRAS	4.88	219
5	JOHN STEPHAN	4.85	215
6	STEVE BOGUT	5.07	211
7	MIKE MORRISSEY	-	189
8	MATT AZZARA	4.86	109

SEMI-PRO MAIN

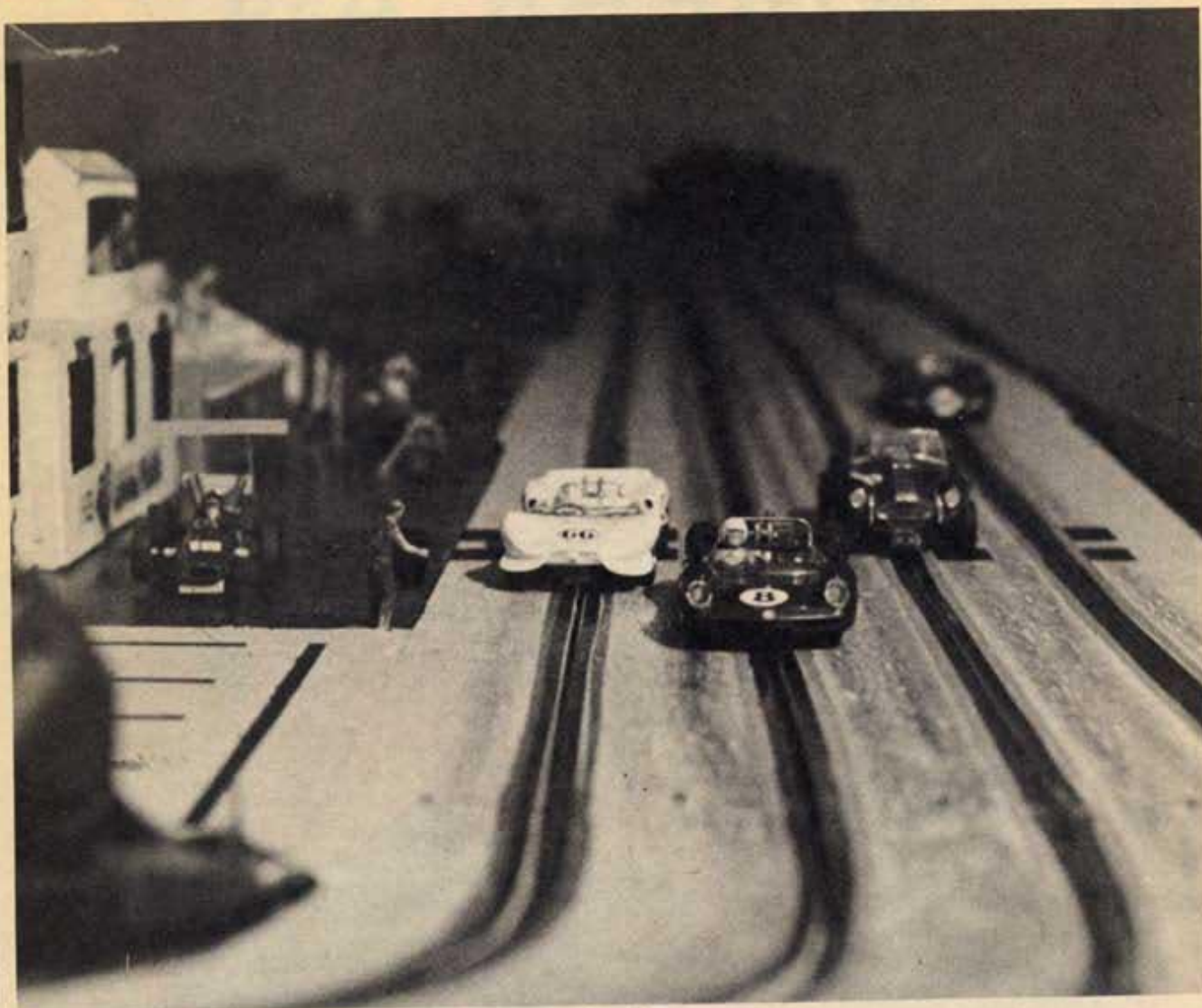
1	JOHN STEPHAN	4.85	431
2	BILL STEUBE, JR.	4.89	428
3	MATT AZZARA	4.86	424
4	KEN KESSIE	4.95	414
5	BERNIE ERTRACHTER	5.10	401
6	DAVE HOWARD	4.93	375
7	JIM AGUIRRE	4.95	339
8	LYNN STOKEY	4.89	167

SEMI-PRO SEMI-MAIN

1	KEN KESSIE	4.95	212
2	BERNIE ERTRACHTER	5.00	208
3	DAVE HOWARD	4.93	204
4	JIM AGUIRRE	4.95	203
5	JOHN STREET	4.91	201
6	RUSS AGUIRRE	4.97	187
7	FRED KUNZE	4.95	173
8	GENE HUSTING	4.94	97

The Home Layout of the Month

Enter this new contest for 1/32 and 1/24 scale home tracks and win a one year subscription to MCS!



This month's winner of the one year subscription to *Model Car Science* for the Home Layout of the Month, is Mr. Dennis Georgieff, of 222 Potter Heights, Niagara Falls, Ontario, Canada.

Dennis' custom-built home track is 45' in lap length and has two banked corners. The power is supplied by a five amp battery charger. Copper tape is used for track conductor. The buildings are homemade. All lanes are color coded for easy corner marshalling. Very nice, Dennis. Your one year subscription is being processed now, and you'll receive your first copy in about 60 days.

You can win this contest too! Takes good clear black and white photo (or two) of your home track (this contest is for 1/32 and 1/24 tracks only; if you want to enter an H.O. scale track, enter through "Small Stuff," elsewhere in this issue) and send it to: The Contest Editor, Dept. H., *Model Car Science*, 131 Barrington Place, Los Angeles, California 90049. He'll pick the winning layout each month.

Get with it, and good luck!



THE AMERICAN COLLECTOR

By David Sinclair

One of the difficulties of dealing in imported items is the amount of correspondence one receives in foreign languages. But if the efforts of reading Italian or French are often trying, some of the English "translations" prepared for the American reader provide a humorous break in a day's business routine.

A prize example was a brochure soliciting subscriptions to an Italian toy trade publication. I reprint it here exactly as I received it omitting only the names of the magazines.

"The vitality of our review did not express itself this year only by intensifying of the periodicity from quarterly to two-monthly and by the ensuing increase in the number of publica-

tions: also the '-----' which is by now in an advanced phase of execution, has risen from our increased editorial potentiality.

Increasing to six the yearly publications, we intended to reach the coveted informative level of the best international reviews of the sector. The approval which the review '-----' found just abroad, tells us that our maximum aim has been downright overcome.

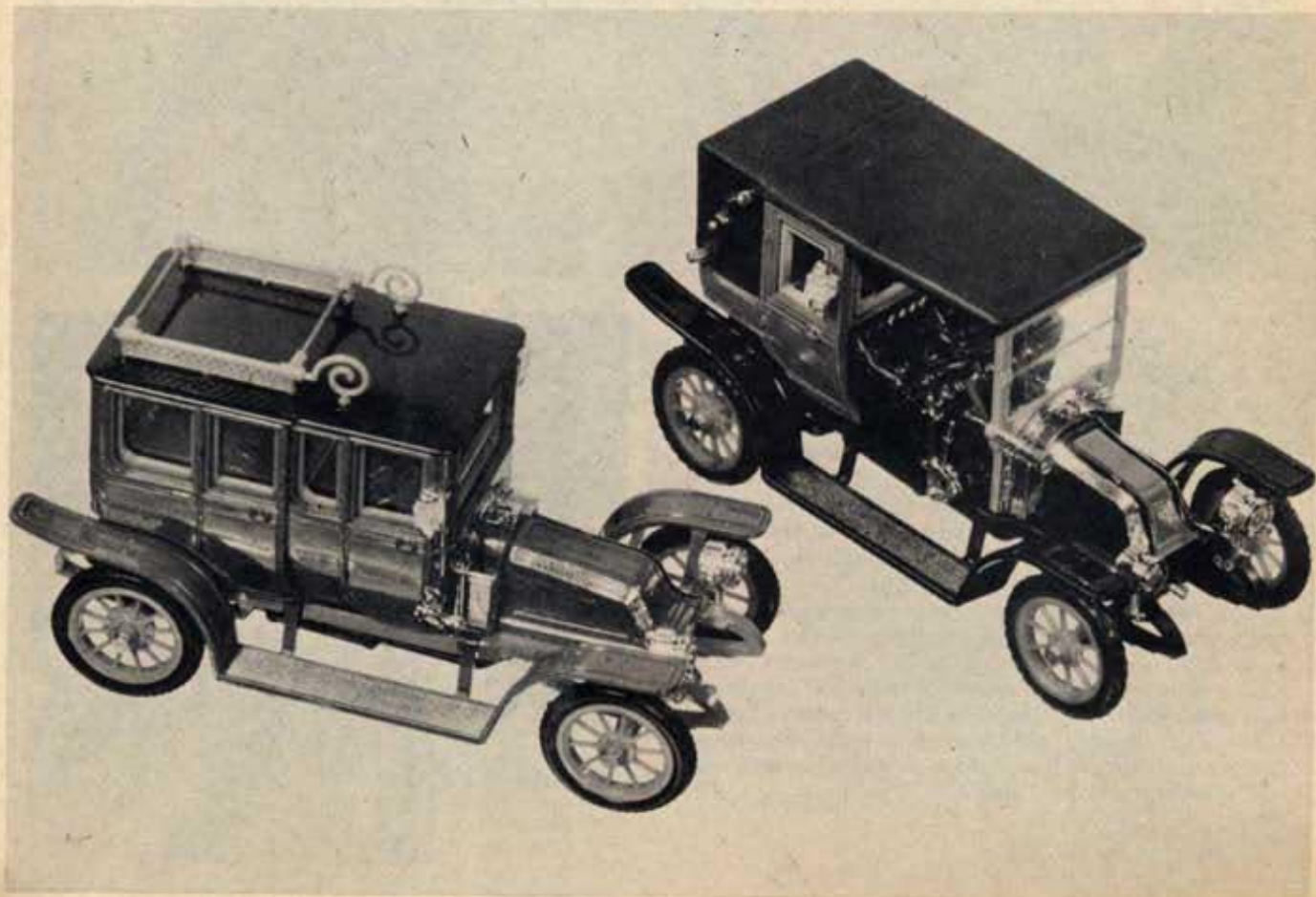
We are glad to be able to let this know to the Italian operators who are by now aware to have at their disposal an adequate means of information, at a European level. Subscribing to '-----' means to secure to oneself an assiduous and complete service. And

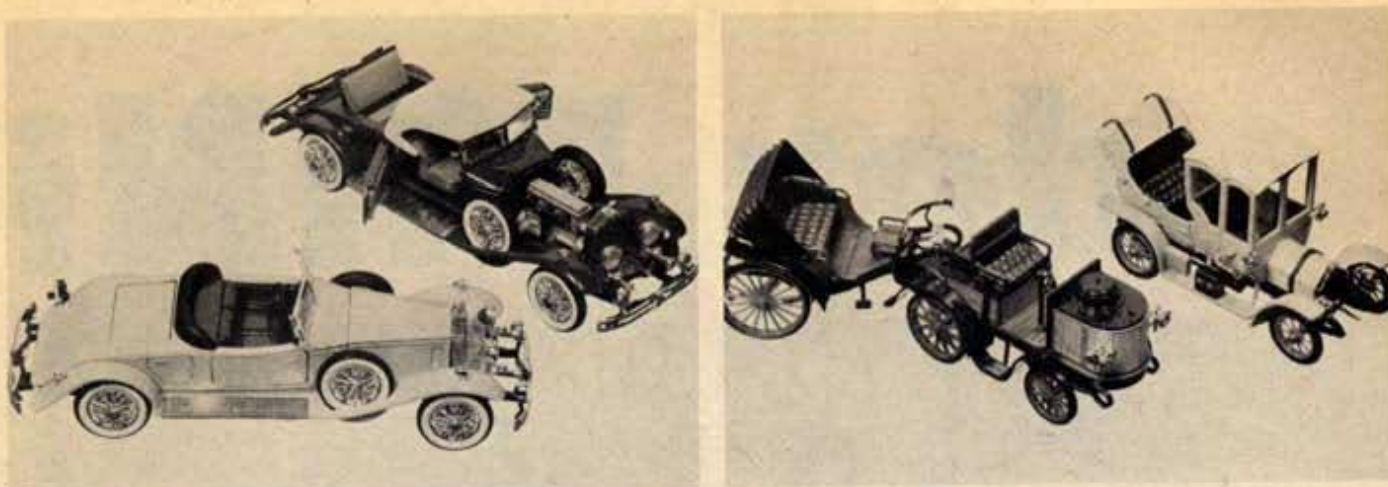
the subscription will be very easy in using the form enclosed hereto, which should be returned to us duly filled in."

Quickly now....whadidhesay?

Although the Italians may have difficulty in expressing themselves in down-to-earth daily usage English, there is no doubt that they lead the world in fine quality auto replicas. Pocher with their deluxe super kits in 1/8 scale and the fine 1/43 die casts by Mebetoy, Politoy, Mercury, Dugu and Rio account for the greatest selection of models to be found in the world.

Rio is, without question, producer of the most detailed, most realistic 1/43 scale die cast models to be found anywhere. Many collectors eagerly





seek out and purchase every new Rio release, realizing that in a few years this fine hand craftsmanship may well be a lost art what with the cost of hand labor rising all over the world. With rare Tootsie Toys and Dinky Toys, made in the 30's (and crude by today's standards) selling for \$25.00 to \$50.00, and more, in the antique market, one shudders to think of the price that Rios will command when changing hands between collectors in the year 1995.

Every Rio model is made up of from 50 to 85 individual pieces carefully put together by those "fine Italian hands." They don't miss a detail: head lamps with lenses; tail lamps; horns and the flexible tubing which operates them twisting around the steering wheel post and out through the body to the trumpet mounted outside; authentic treads on the tires; cranks, tiny name plates on the radiator, perfect and complete interiors under chassis details and on and on. It is a never ending source of wonder that these masterpieces in miniature can be sold here in the United States for \$4.95 to \$6.96, even after the somewhat unfair customs duty, which is imposed even though there is no competition from U. S. manufacturers.

Rio's 1969-70 season got off to a stunning start with a pair of 1931 Rolls Royce Phantom II roadsters. Highly detailed, as usual, these beautiful models include dashboard instruments; rear view mirrors; fog lamps; parking lamps; license plates. Doors, rumble seat and hood all open. The engine and under-chassis are well detailed even to the fan and fan belt. I like the free standing head lamps with trumpet horns but could do without the all-chrome running boards. However, a bit of flat black paint, judiciously used, could remedy this, leaving only a chrome frame around what should be a black rubber running board pad. The six chrome wire wheels with perfect white sidewalls are among the crispest seen yet in this scale, a vast improvement over the rather

crudely painted white-walls on Rio's earlier Isotta Fraschini Coupe DeVille. The Rolls is available in two versions, No. 39 a deep green with white top-up and tan upholstery and No. 40 the top-down version, very gay in a yellowish green, almost lentil color with dark top and dark brown seats.

One of the most interesting vehicles, and the most veteran in the Rio line, is the 1894 DeDion Bouton Steam tractor with articulated carriage, similar to those usually seen horse drawn in that era. This historic and rare vehicle which won a race of 126 kilometers at 18.6 km. p. h. but has placed second to a gasoline powered Panhard-Levassor on technicalities.

Shown in the photograph with the DeDion Bouton is the 1906 Fiat 24 h.p. Double Phaeton. This unique body was built by the Florentine coach builder, Veneziani, and caused much favorable comment when first shown because of his exquisite imagination and good taste. One critic, however, asked why did he not place the lady in the "sedan chair" instead of the driver. This model is in yellowish orange, quite similar to the very popular color used on Fiats and Alfas today. The solid top and folding top are white, the latter being tied down with leather straps as is the hood. It is chain driven and the front section is completely "glass" enclosed.

Our third photo pictures two Renaults. In the background is the 1910-1914 "Taxi de la Marne," affectionately so named because of its important place in the history of Paris. On September 7, 1914, the Germans were attacking the entrance to Paris.

By order of General Gallieni, about one thousand Renault taxis were called in a few hours time and during the night, without lights, each taxi transported five soldiers to the Marne front. The next morning these five thousand new forces of the 103rd and 104th division were able to enter into battle and saved Paris from invasion. The cab fares were all paid by the French government. The Renault taxi is red and black, with much brass, including two brass stripes on the famous Renault style hood.

The Renault in the foreground is the 1907 Type X 12 window sedan for travelling, one of the earliest completely enclosed bodies in a day when braving the elements was part of the rigors of motoring. This model is green with tan lining around each window frame and again a great deal of brass trim.

In 1964 when the Rio line was first imported in volume to America, there were only 17 numbers. By the end of 1969 there will be 44 including, by popular American demand, the immortal classic 1941 Lincoln Continental V-12, which will available either with top up or down. I saw the hand-made prototype of the Lincoln in Italy last February and can tell you that this will undoubtedly be the most sought after 1/43 scale model in the short history of the fast-growing American market for these utterly realistic auto replicas.

Next month I'll be reviewing another Rolls Royce, this one a long low drop-head convertible coupe Phantom III by Dugu another Italian 1/43 scale manufacturer.

RATINGS

FIAT 1906 DOUBLE PHAETON	RIO 25	***
DEDION BOUTON 1894 STEAM	RIO 30	****
ROLLS ROYCE 1931 PHANTOM II	RIO 39 & 40	****
RENAULT 1907 TYPE X	RIO 34	****
RENAULT 1910 TAXI	RIO 35	****

der MiNi



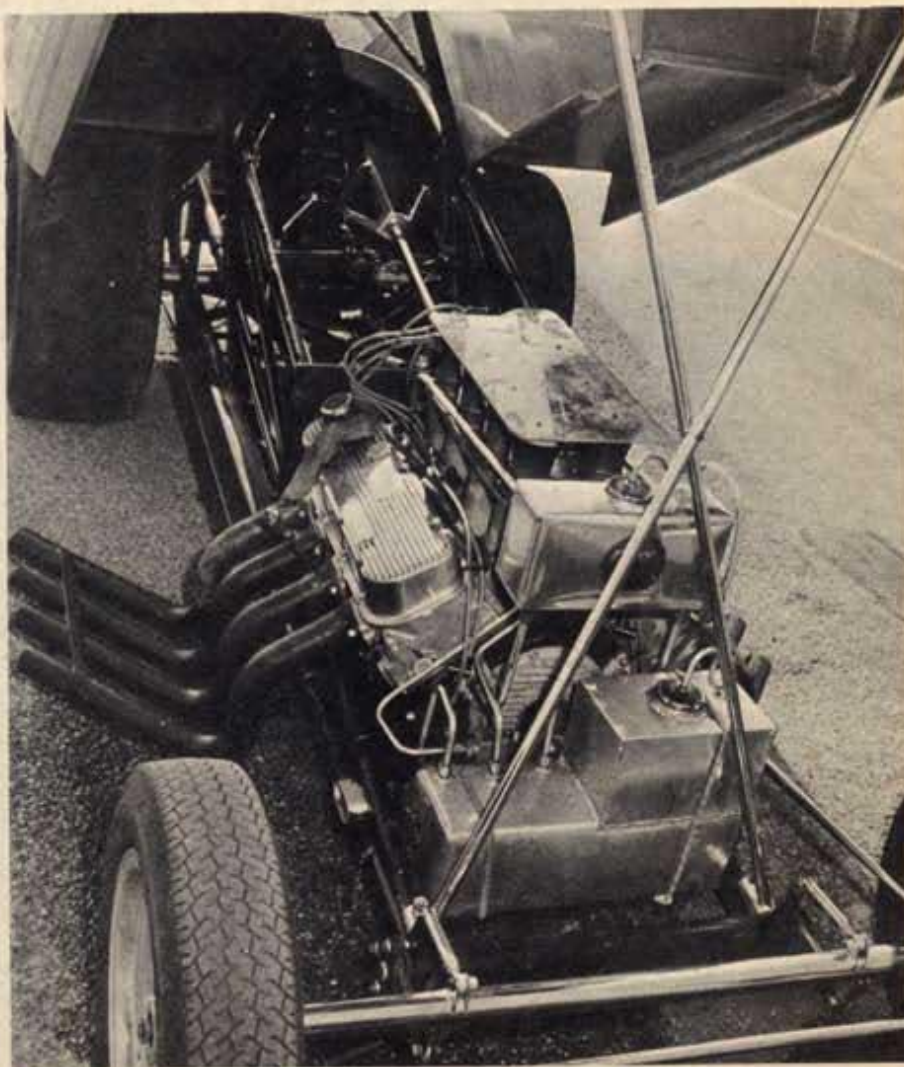
BRUTE

THIS MINI RUNS MAXI WITH MOXIE

By Dave Hetzler

Remember the ad on the boob tube that shows a Buick Opel being pulled around by an elephant? If the producers of that commercial hooked the pachyderm up to this plastic Opel, the outcome would have been quite different. For this Opel puts out 10 times more power than the one seen in the commercial; in short, it would pull that hunk of blubber seven ways from Sunday.

Funny we should mention Sunday 'cause that's the day this Opel does most of its work. Its work consists of hauling its owner, Jack Ditmars, down a drag strip faster than anything that comes up against it. And more times than not that's just what the Mini-Brute does. To date the fastest trip has been in 8.03 seconds with a top speed of 176 mph; not bad for an injected Buick of 430 cubes.



The 470 cubic inch mill breathes through Hilborn injectors. The fuel and water are carried in tanks Jack made himself.

With the top flipped it's easy to see the body dimensions are stock except for the chopped top and the relocating of the windshield one foot to the rear.



Jack made his own special 4-inch driveshaft that has the job of transferring the estimated 800-hp from the B and M Clutch-Flite transmission to the shortened Chrysler rear end and then on to the Strange Engineering axles.

Like most funny cars the Mini-Brute has no suspension at the rear but in the front torsion bars are utilized. These are from the same company that made the frame, R and B.

Wheels, both front and rear are American mags and they're shod with

Goodyear tires.

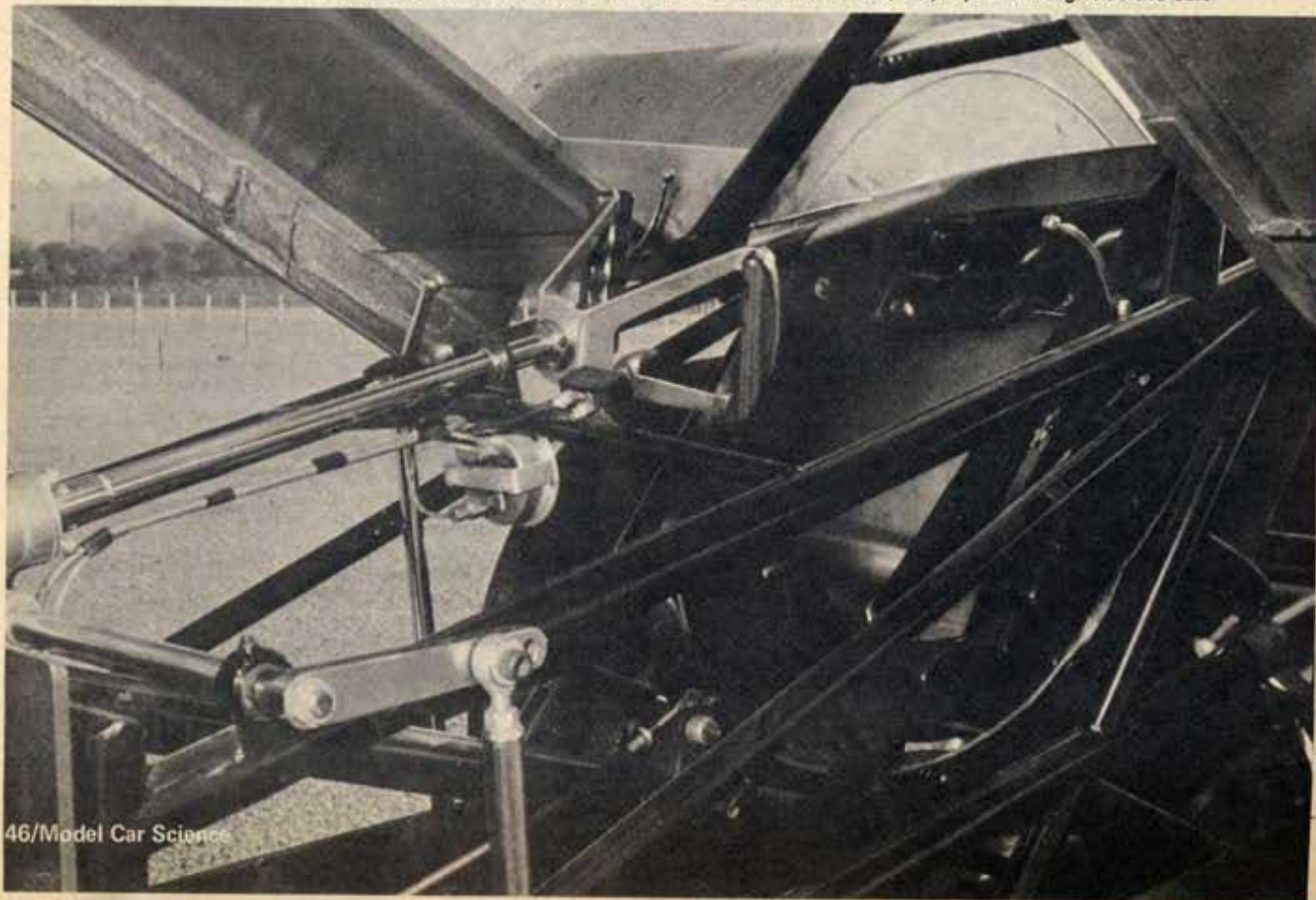
As well as the cars run, it looks even better. Jack and Herb did the paint job themselves. The base color is candy pearl with candy blue and red used to highlight the graceful lines of the Opel body that is basically of stock dimensions. The top has been chopped and the windshield moved back one foot but other than this the body is the same way it came from the showroom.

Ditmars has his pit crew, four lovely girls, decked out in red, white and

blue mini skirts and a top hat to match. This combination had to go a long way to convince many meet directors that the Mini-Brute was the best appearing car at their races. Perhaps the crowning award was winning the prize for the best appearing car at the NHRA Springnationals.

It took Jack three months to build the car and cost 10,000 dollars. We think Buick should foot some of the bills and use this car for their commercials, if they did that poor elephant would get a ride it would never forget.

The cockpit shows the workmanship that Jack and his mechanic, Herb Moller, displayed throughout the car.



IN 1/32 SCALE, THEY'RE A NATURAL FOR ADDING AUTHENTICITY TO YOUR TRACK LAYOUT

BRITAIN'S BEAUTIFUL BIKES

By Bob Schleicher

Enthusiasm for racing cars and enthusiasm for motorcycling very often go hand in hand, if the profusion of motorcycles at any full-size car race is any indication. A good many of us car enthusiasts have a soft spot for motorcycles buried in our hearts somewhere. Trouble is, motorcycles and slot car racing are hard to combine, particularly if you mean miniature motorcycles. It is just not practical to motorize a 1/32 or 1/24 scale motorcycle. True, Aurora has a 1/10(?) scale motorcycle and Scalextric has had 1/30 scale motorcycles with sidecars for several years. Unfortunately, neither of these quite fits in with the model cars most of us race. Aurora's is too big and a sidecar is not quite the same as a two-wheeled motorcycle banking and twisting around a track. Next best thing? Park some static model motorcycles around the track.

Britains makes a series of seven different motorcycles, in 1/32 scale. Many toy stores all across the country carry this well-detailed line. Actually, only four completely different 'cycles are made by Britains, however. Differences in paint, plus the riders and fairing make each of these models desirable in its own right. By swapping riders and fairing, an even greater variety is obtainable. Each motor is a finely detailed metal casting of several pieces, completely assembled. Tires, riders, and minor details are soft flexible plastic. Each of these motorcycles has working steering rotating wheels and even a functional center stand that folds up under the bike. All of the details are exact copies of the full-size units. Handlebars, brake and clutch levers, exhaust pipes, even tire treads are authentic. Each is fully painted. Riders are removable so they can be added to the 'cycles that do not have a rider (as we have done with the Greeves doing the "wheelie").

A small group of these motorcycles can add that extra touch of authenticity to the scenery around your race course. The photos will give you some ideas on realistic poses, and we're sure you'll find countless others. They're prices at \$1.25 to \$1.50 apiece.



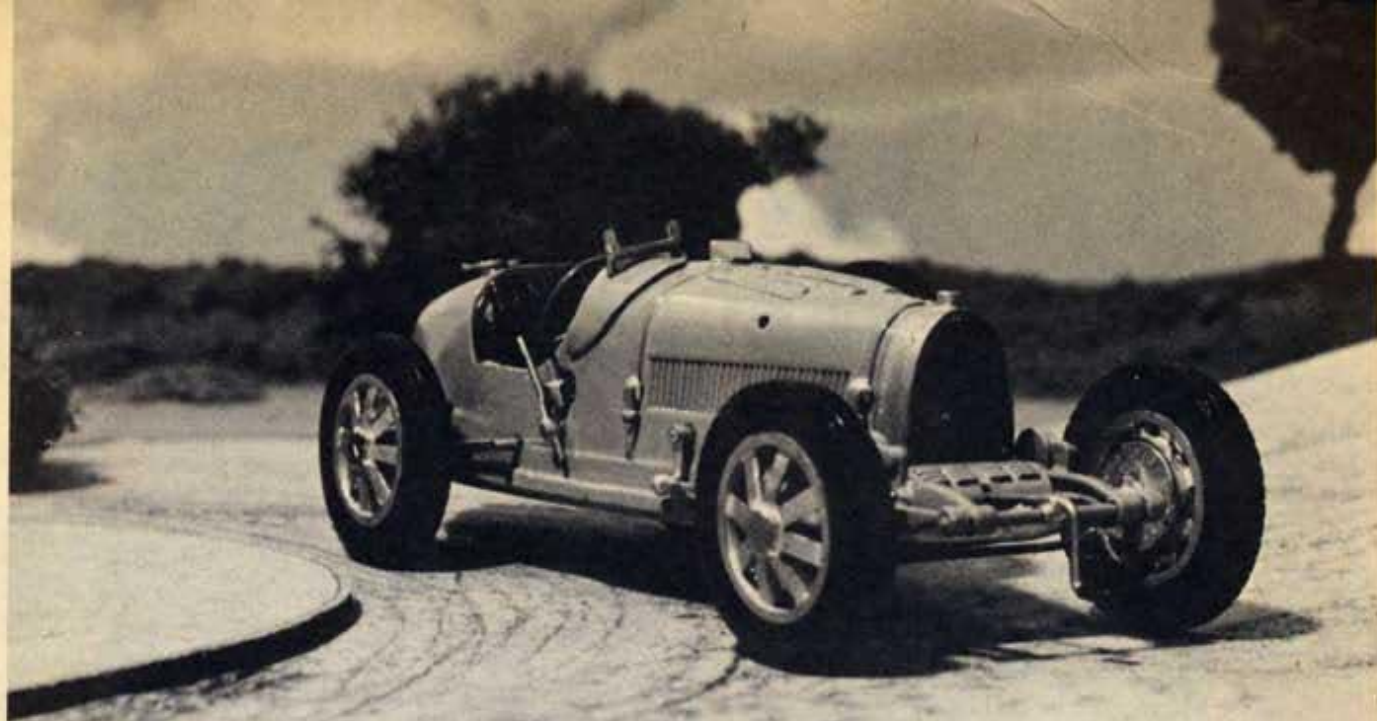
For a bit of action you can pose one or two of the motorcycles, with one of the Britains riders, climbing about the hills around your model car track. At most full size car races, the noise of the spectator motorcycles is often as loud as the racing cars.

These 1/32 scale motorcycles, by Britains, can add some action and extra realism to the scenery surrounding your race track.



Seven realistic "Bikes:" (left to right) No. 9696 Triumph racer, No. 9697 Police Thunderbird, No. 9698 Police rider, No. 9690 Thunderbird, No. 9694 BMW, No. 9693 Honda, No. 9692 Greeves Challenger.





METAL MASTERPIECES

AUTOKITS 1/24 SCALE MODELS ADD ANOTHER DIMENSION TO MODEL BUILDING

By Robert Schleicher

Only an example of an "old world" English craftsman could conceive a model car kit in genuine metal, as witness the line of Autokits 1/24 scale models imported from "old" England by Howe Models for sale through your local dealer. There has always been a bit of disappointment in store when you pick up one of the common plastic car models. They're too light for their size, and this detracts a bit from the "feel" of realism and the general aura of strength that the automobile represents. The Autokit's models are as heavy as they look. But, sheer weight alone is not enough incentive for most of us to try building a metal model. The Autokit's answer to that is to offer models of cars that you can't get in the lighter and cheaper plastic kits: the 4.5-liter Bentley, the cycle-fendered Mercedes SSKL, the MG K3, and Alfa Romeo P3 are examples of some of the rare ones in the Autokits line. Are they difficult to assemble? No, not difficult, but time-consuming.

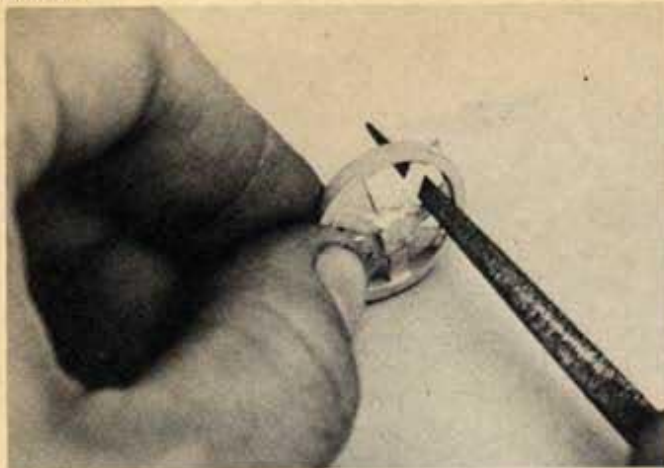
The best adhesive for assembling metal kits is epoxy, and even using the quick-set types, a lot of time is spent waiting for the joints to harden. The rewards for your wait come when you begin to finish the model. It is a different and enjoyable sensation to apply paint to metal, rather than plastic. When complete, the reality of a metal body and chassis with rubber-like tires lends a sensory realism to any of these models.

48/Model Car Science

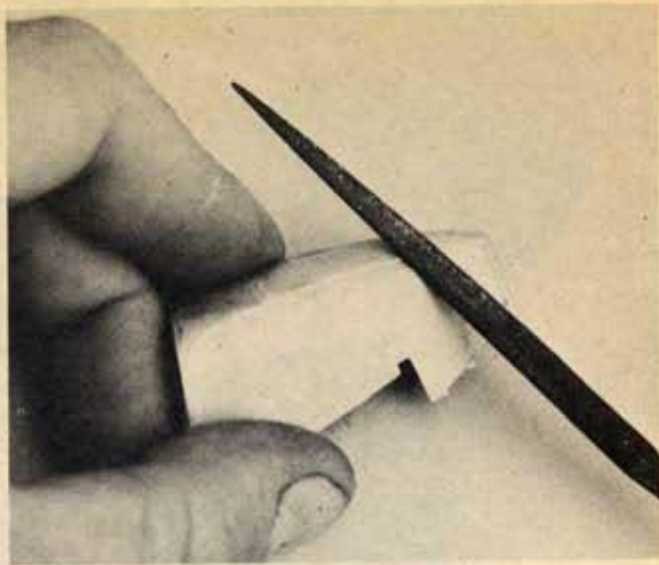


The 1/24 scale Autokits brand all-metal model kits are made in England, imported by Howe Models for dealers. The series of "Classic" cars includes: No. 005 1927 Bugatti 35B, No. 006 1934 ERA 1.5-liter, No. 008 Alfa Romeo P3 1932, and 1929 MG "M" No. 010 at \$12.95 each, as well as the No. 015 1927 Delage, No. 017 MG K3, and No. 201 4.5-liter Bentley at \$14.95 each.

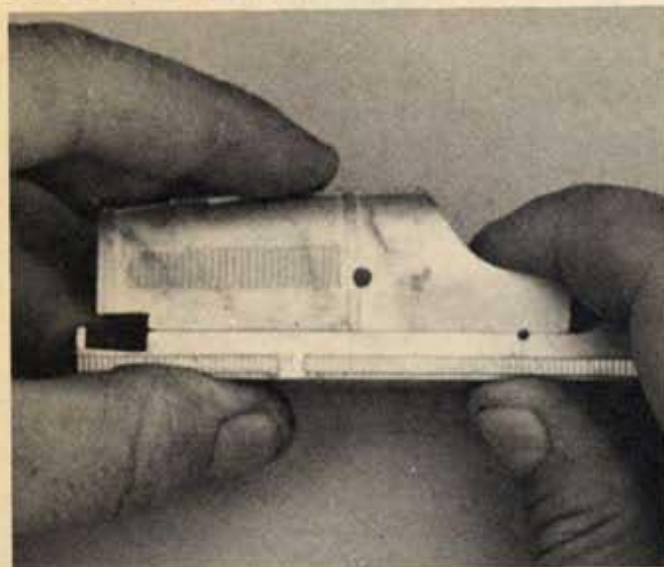
Autokits 1927 Bugatti type 35B Grand Prix car has realistic look of complex Classic car period. Note profusion of louvers.



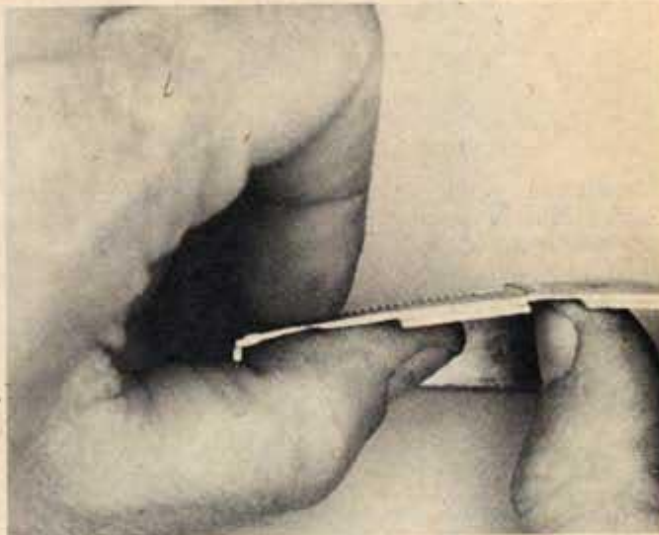
Jewelers files are used to file away any excess metal "flash" from around each part.



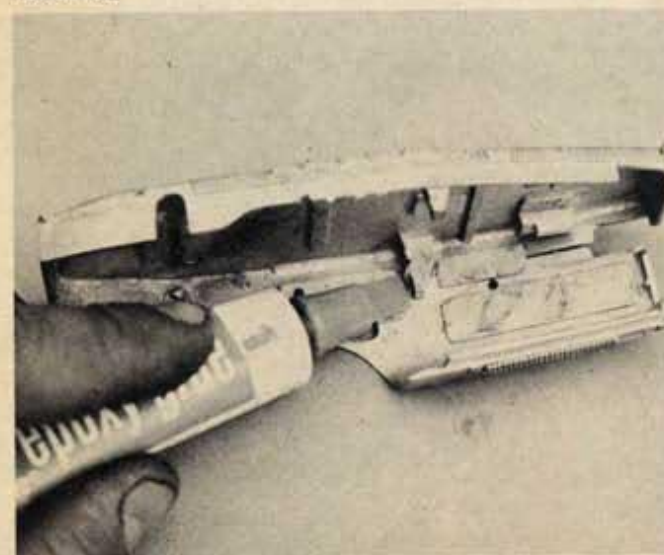
Any mold lines on surfaces of parts must also be filed off, then sanded with No. 600 wet or dry paper.



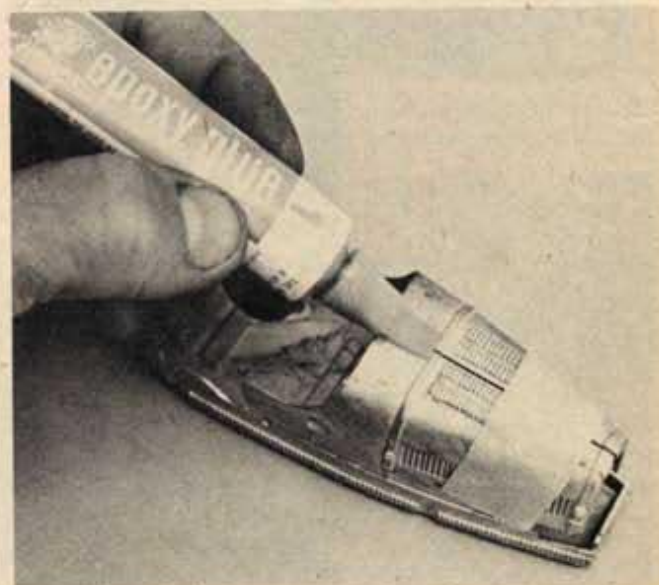
Test-fit each and every part before any permanent assembly is started.



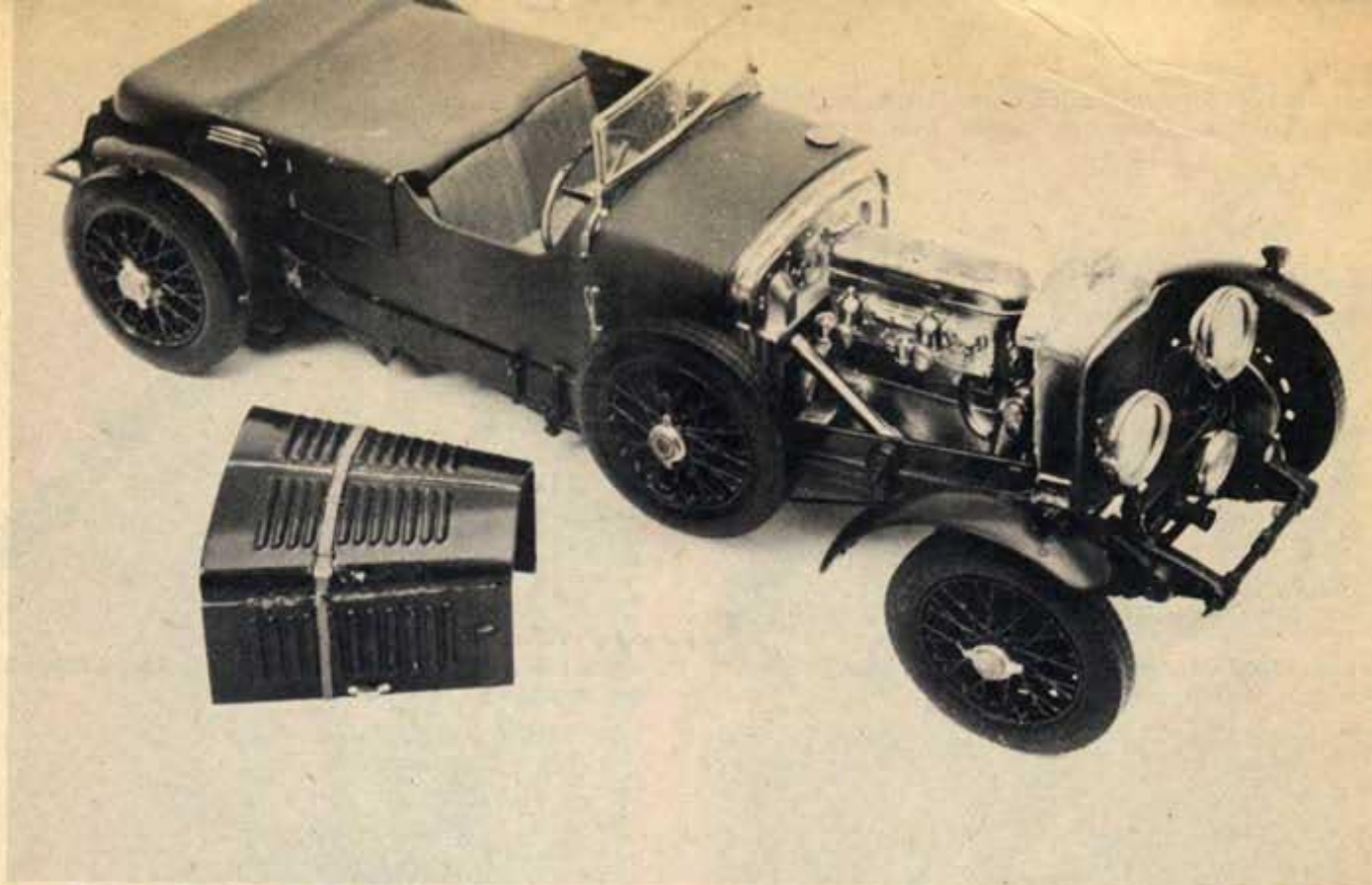
The metal used in the Autokits is relatively soft so that any misaligned parts can be easily shaped to fit. Careful and slow here.



Lump on a good layer of epoxy on the inside of each joint. Masking tape can be used to hold parts together while epoxy cures.



Epoxy can also be used as a filler, or you can use regular automobile body putty to fill in seams on outside of body.



Model can be painted with any type of paint including spray cans of genuine automobile lacquer. The 4.5-liter Bentley is one of the largest of the Autokits models.



Closeup of front suspension and radiator reveal accurately duplicated complexity of these areas on Classic era autos.



Interiors of Autokits models are complete. This, again, is their 4.5-liter Bentley.



Another advantage of metal in model kits is its ability to look just like metal when merely polished and waxed.

DRAGO

*The fantastic miniature
dragster from Italy*



One of the wildest yet . . . new from **POLISTIL** of Milan, Italy, is a highly detailed die-cast metal model of this sleek dragster that holds the Italian speed record. This 1/43 scale beauty is typical of the fine Italian car craftsmanship and even incorporates the **new super-speed wheels**. Collectors will be impressed with the unusual design and attention to motor detail, suspension and airfoils. In addition to the new "Drago," **POLISTIL** manufactures a line of 200 models in three sizes, 1/25, 1/43 and 1/66 scale.

POLITOYS



For complete information contact:

U. S. DIRECTOR: ABNER SCHWARTZ & CO., 9301 Wilshire Blvd., Beverly Hills,
Calif. 90212 / 200 Fifth Ave., New York, N. Y. 10010

November 1969/51

1970 AUTO WORLD INTERNATIONAL RACING CAR CHAMPIONSHIPS



for the
1970 AUTO WORLD HO INTERNATIONAL
CHAMPIONSHIP TROPHY AND TITLE
plus
CHAMPIONS IN 9 DIVISIONS



33 TROPHIES!
HUNDREDS OF PRIZES!
WORLD'S MOST INTERESTING MAIL-IN CONTEST!

This event sanctioned by HOCCI

CONTEST RULES AND REGULATIONS

1. ELIGIBILITY. Open to modelers everywhere except the employees of Auto World, Inc., and their immediate families.

2. ENTRIES. All entries must be HO model vehicles or similar in scale, scratch built or modified from stock by the entrant. Cars like Aurora, Tyco, Atlas, Faller or any combination thereof as well as scratch built are eligible. Each model will be test run on an Aurora HO track, using an Aurora HO powerpack and controller before being judged. Models that don't run will NOT be eligible for judging. Judging will not be based on performance. You may enter as many cars in each division or separate divisions as you like. However, only your car placing highest in the judging will be eligible for an award. Each car entered must be accompanied by a separate official entry blank and separate \$1.00 fee to cover registration, handling and return postage costs.

3. MAILING. Cars must be mailed before February 1, 1970, using the mailing instructions on this blank. This entry blank and mailing label (or facsimile) must be used. Mail the model, together with the entry blank and \$1.00 fee, either cash, check or money order, (made out to Auto World HO Contest). Foreign currency equivalent to \$1.00 in U.S. currency will be accepted.

4. SPECIAL TROPHIES AND AWARDS

- "1970 AUTO WORLD HO INTERNATIONAL CHAMPIONSHIP TROPHY" and the title "1970 AUTO WORLD HO INTERNATIONAL MODEL CHAMPION" together with a U.S. Savings Bond for \$50.00. This award will go to the best car of contest regardless of the division entered or awards won in that division.
- "1970 AUTO WORLD BEST CONSTRUCTED BODY TROPHY" to be awarded to the best detailed and constructed body regardless of the division entered or awards won in the division.
- "1970 AUTO WORLD BEST ENGINEERED CHASSIS TROPHY" to be awarded to the best design/engineered chassis regardless of the division entered or awards won in the division.
- "1970 AUTO WORLD BEST ORIGINAL BODY DESIGN TROPHY" to be awarded to the best looking original body design regardless of the division entered or awards won in the division.
- "1970 AUTO WORLD BEST PSYCHEDELIC PAINT DESIGN TROPHY" to be awarded to the best psychedelic paint design entered regardless of the division entered or awards won in the division.

5. DIVISIONAL TROPHIES AND AWARDS. All models must conform to and be entered in ONE of the divisions listed. Trophies will be awarded to 1st, 2nd, 3rd placed cars in each division. Additional prizes, kits, cars, parts and equipment, subscriptions to model magazines will be awarded from 4th through 20th places in each division, as well as HOCCI membership.

DIVISION 1: NASCAR STOCKERS

Basically late model stock cars—decorated and modified to resemble the NASCAR Stock cars raced in oval track events, such as Daytona, Darlington, etc.

DIVISION 2: SCCA CAN-AM CARS

Rear engined Group 7 cars, two seaters with envelope bodies like the McLaren's, Lolas raced in SCCA road race events. Airfoils allowed.

DIVISION 3: SCCA TRANS AM CAR

Mustangs, Camaros, Firebirds, Javelins as raced in the SCCA Trans Am Road Racing events.

DIVISION 4: NHRA FUNNY CARS

Late model stock cars modified for drag racing. Bodies are altered, have flashy paint jobs and lettering. These cars are dragsters in disguise.

DIVISION 5: NHRA DRAGSTERS

Long frames, fat slicks in the rear, skinny front tires, capable of speeds over 200 MPH in the quarter. Seen at all NHRA events.

DIVISION 6: USAC FORMULA/INDY CARS

Open wheel racers like the STP Special, Grand Prix cars like Aurora's McLaren and Lotus. Cigar shaped bodies—airfoils allowed.

DIVISION 7: INTERNATIONAL GT CARS

Closed two seater sports racing coupes, like the ones that run Sebring, Daytona, LeMans. The Ford GT, Lola, Porsche, Ferrari are a few.

DIVISION 8: DUNE BUGGIES

Fat tires all around, usually open bodies with VW or Corvair engines. There are a few kits, but you can build bodies from paper, wood, plastic.

DIVISION 9: CUSTOM VEHICLES

Any modified manufactured model or scratch built entry that does not conform to the above. Can be trucks, busses, antiques, Paddy Wagons, special custom show cars like the Milk Truck or Surf Wagon or even motorcycles.

6. HOW MODELS WILL BE JUDGED. Entries in Division 1 through 7 will be judged on neatness and quality of workmanship, and conformity to designs of real cars or prototypes in respective divisions. Models entered in Divisions 8 and 9 will be judged on neatness, quality of workmanship, originality in design as well as for scale replicas not classified in any of the divisions. (Antiques, busses, etc.)

7. JUDGING. Will be completed by February 25, 1970 by a team of seven judges and the decision of the judges will be final. Winners will be notified immediately by first class mail. All models will be returned to the entrant prepaid, together with complete contest results and a handsome PARTICIPANTS PLAQUE.

8. Auto World, Inc., reserves the right to photograph models in the contest and publish photographs and descriptions.

FROM _____

Fragile!
Model car!**auto world inc.**
701 N. Keyser Ave.,
Scranton, Pa. 18508

OFFICIAL ENTRY BLANK

Name _____ Age _____

Address _____ Phone _____

City, State _____ ZIP _____

Name of local newspaper _____

Address _____

City, State _____ ZIP _____

DESCRIPTION OF MODEL:

Manufacturer _____ Paint color _____

Special parts used (Identify by mfr.): _____

SPECIAL AUTO WORLD PARTS BONUS AWARD

Any entrant who uses any Auto World HO Racing Parts, Decals, etc. in building his car and wins any Special Award or any 1st through 20th place award in any Division will receive, in addition to that award, a Bonus Award of a complete sample package of Auto World HO Racing Products (including the very newest). To qualify for this Bonus, list the Auto World Products used here:

CLASS ENTERED (circle one):

DIVISION 1: NASCAR STOCKERS

DIVISION 2: SCCA CAN-AM

DIVISION 3: SCCA TRANS-AM

DIVISION 4: NHRA FUNNY CARS

DIVISION 5: NHRA DRAGSTERS

DIVISION 6: USAC Formula/Indy

DIVISION 7: INTERNATIONAL GT

DIVISION 8: DUNE BUGGIES

DIVISION 9: CUSTOM CARS

50 words or less - a complete description of the car: _____

The model cost me approximately \$ _____ to build

ENTRANT'S STATEMENT:

I've read the contest rules and packaging instructions, and agree to abide by them. I'm enclosing payment of \$1.00 (cash, check, or money order - circle one), and (am, am not - circle one) enclosing a photo of myself. I understand my car will be returned to me in March, 1970, prepaid and insured.

Signed _____ Date _____

PACKING INSTRUCTIONS

FOLLOW THESE DIRECTIONS FOR SAFE DELIVERY.

1. Wrap your model in a soft cloth to avoid scratching.

2. Set up a small box approximately 5"x3"x3" and fill the bottom with stiff tissue paper, shredded paper or polyurethane foam.

3. Set wrapped model inside, pack sides with same material mentioned above and also on top of car. Put ENTRY FORM and ENTRY FEE in this box. (Put entry form and fee in envelope first).

4. Get a larger carton, about 2 or 3 times the size of the first and put crumpled newspaper in the bottom.

5. Set the smaller box inside; crumple newspaper and put around the box and on top.

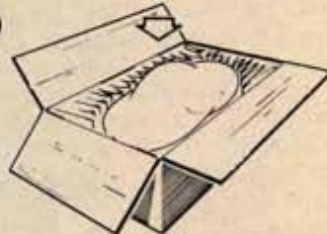
6. Seal the box with a good package sealing tape. Affix the special address label supplied on the entry form and mail. It would be wise to insure the package. See your local post office.

7. Mail each model individually.

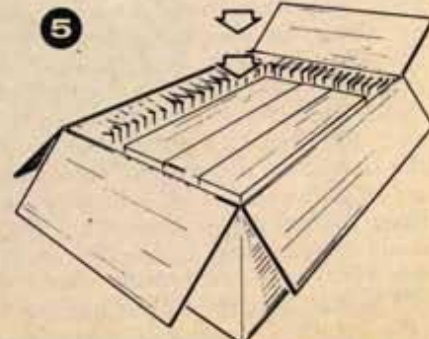
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3



5



Revell's new 1/25 scale EMPI "Imp" kit contains optional engine goodies for either street or dirt versions.

BUGGY TO STREETSTER

By Robert Schleicher



ONCE CONSIDERED A FANCY DIRT DIGGER, THE DUNE BUGGY IS ABOUT TO FIND ITS OWN AS A MODERN STREET ROD.

Originally conceived as a form-follows-function off-road vehicle, the dune buggy shows signs of growing into a far more versatile machine. The first dune buggy body designs were styled to provide the barest minimum seating package, with just enough fender to keep sticks and stones from being flung in its occupants laps.

Happily, the basic buggy "flare" fender form was a most appealing shape as a general sports/fun vehicle package. The dune buggy body makers discovered that their customers were using the basic body to make all manner of fun vehicles for both street and dirt. The ready availability of an expensive, but stylish, body for the Volkswagen chassis was enough inspiration for backyard mechanics across the land to see that the staid "people's car" was the Model "A" of today — a basic chassis/engine assembly that could be customized into just about any type of wheeled-sports machine. VW-based buggies are being raced cross-country, at the strip, road raced,

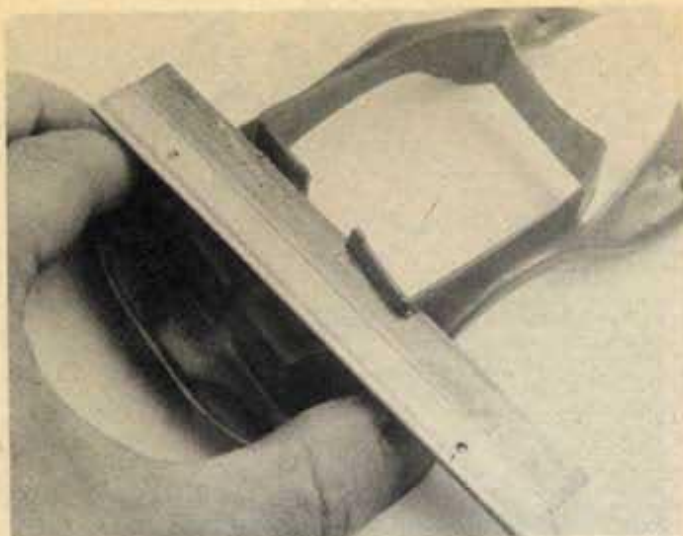
and mostly just "sported" around town in the grand manner of the hot rod.

The 1970's will, if advance photos and drawings thus offered are any indication, find the streets of both hamlet and metropolis swarming with the rod-of-the-decade-the "streetster," or ex-dune buggy. The "new breed" of dune buggy is a vehicle with both body and chassis designed for street use, practical street use, that is. Look for buggy bodies, buggy kits and ready-to-license buggies with full weather protection and federal-legal safety and lighting equipment. More and more coupes and removable hardtops are on the buggy builders' drawing boards, and a few such bodies are in production right now.

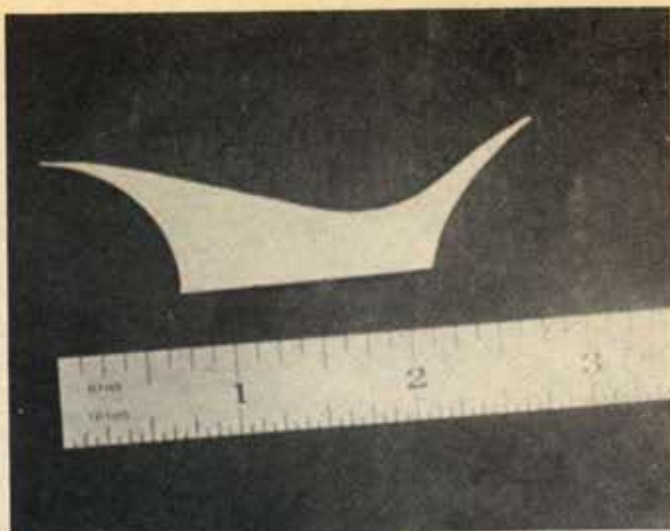
The 1970 version of EMPI's "Imp," for example, has style-integrated side splash pans and a lower rear deck cover that not only make the car you build around this body more handsome, but legal in all 50 states as well. The sad fact that many a home builder

has faced, when trying to license his dune buggy, is that many (but certainly not all) states require a minimum area of tire's tread circumference be covered by some sort of a fender. The practical dune buggy, or "streetster," or hot rod of the 1970's will have full fender treatment at least similar to that of the new EMPI "Imp."

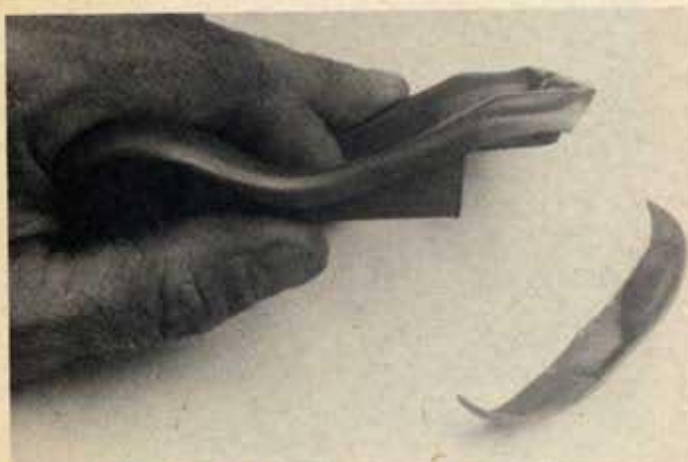
It is far too early for a kit of any of the 1970 dune buggy variations, but conversion of Revell's 1/25 scale EMPI "Imp" into one of the 1970-ish "streetsters" is a relatively simple chore. The 1970 IMP uses the same upper body shell (more-or-less) as the one supplied in Revell's kit. The full-size IMP has optional side splash pans and full lower rear deck/engine cover. Adding similar styling/practical panels to a miniature "Imp" requires only some sheet plastic (postcard stock would do) for the splash pans and a second "Imp" kit to scavenge material for the rear deck cover.



Extra side and rear body panels convert life- or model-size buggies into practical street machines. Cut $\frac{1}{8}$ " from lower edge of body so it can be moved back $\frac{1}{8}$ ".



You can use this pattern for side panels. Trace it onto Plastruct's .030" sheet plastic, or substitute postcard stock.



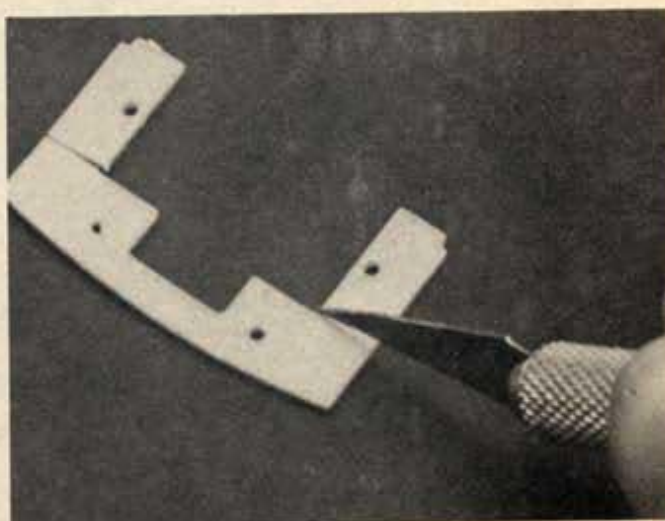
Slice the rear deck from a second Revell EMPI "Imp" body with a razor saw. Make cut straight across top, angled as shown.



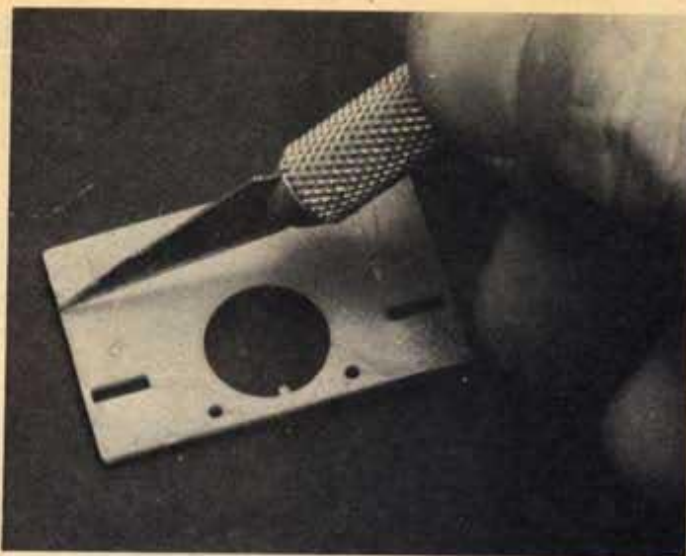
Then, crescent-shaped pieces are glued inside new lower body panels to ease installation and reinforce joint.



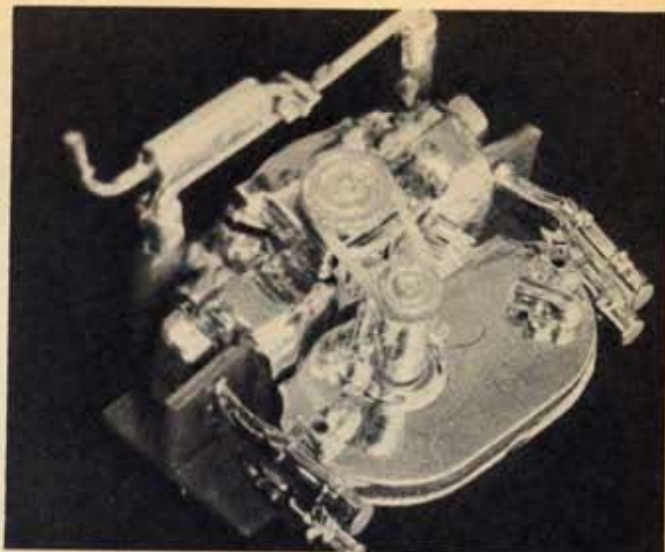
Pre-bend side panels to match "coke bottle" curve of body sides and glue in place. Glue second rear deck piece also.



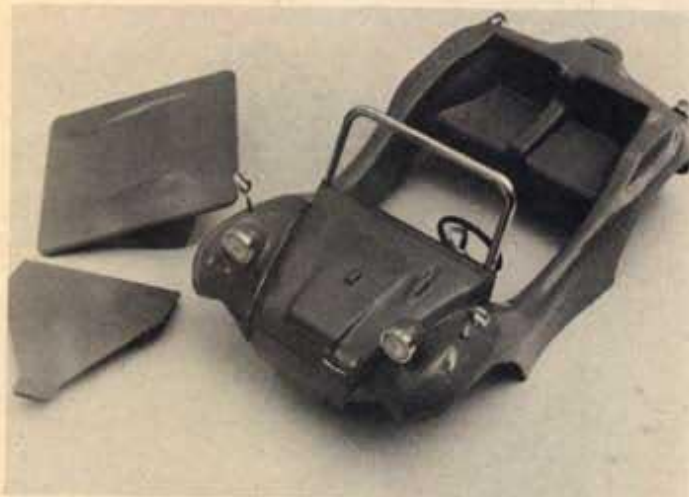
Only the side panels from the horizontal engine bay piece will be used to reduce length of engine to fit new body.



Slice off about 1/4" of the vertical engine bay piece, again, so engine will clear revised rear body area.



Engine is assembled using optional "tuned" exhaust and Weber carbs, with cut-down engine bay pieces, no heater hoses.



Body can now be sanded, primed and painted. Triangle-shaped piece is special "Imp" skid pan, hardtop at left.



Rear deck is drilled to accept rear nerf bar. Entire body is mounted 1/8" further to rear of chassis than stock kit.



Now-modified streetster "Imp" is street legal in virtually any state, with full fenders, lights, rear-view mirrors, etc.

56/Model Car Science



You can expect more of the 1970-model full-size dune buggies to offer both full fenders and hardtops for street use.

THE MCS CARTOON TALENT CONTEST

HERE'S A GREAT CONTEST!
JUST DRAW THE WINNING
CARTOON AND WE'LL SEND
YOU A ONE YEAR SUBSCRIP
TION TO MCS! LET YOUR
IMAGINATION GO WILD!



THIS MONTH'S WINNER:

Mike Dexter
2565 S.W. 112th Place
Portland, Oregon 97225.

Congratulations, Mike, your one
year subscription to MCS is on
the way. You'll receive your first
copy in about 60 days.

"Duhhh . . . I feel sorry for those other guys. My car is much more advanced!"

RULES: Draw your cartoon (any size you want) on a plain sheet of white paper. Use pen or pencil. *Do not fold.* Mail flat, with a cardboard stiffener, to: *Joe Puckett, Talent Contest Editor, 9 Jerome Ave., Newberry Park, Calif. 91320.* Joe will judge the contest and award the subscription. And you'll see *your* cartoon in MCS! Get with it!

CARTOON CAPTION _____

DO YOU ALREADY HAVE A SUBSCRIPTION TO MCS? YES ☐ NO ☐

YOUR AGE PLEASE _____

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

THE LATEST IN TOOLS

As surprising as it seems to "old-time" modelers, there are many hobbyists, casual and serious, who don't realize what a wide range of tools there is for sale that can help them become better modelers. That's sad, and we want to do something about making these fellows aware of what's available.

Mind you, we're not saying that tools alone make a good model builder, no sir! Patience is the number one commodity, make no mistake about it. We've seen some fantastic models that were turned out with the simplest hand tools (and unlimited patience).

But tools *do* help, to be sure.

A LOOK AT THE VAST ARRAY OF MODEL BUILDING AIDS THAT CAN MAKE YOU A BETTER MODELER

There's no sense making a hard, tedious job out of one that can be taken care of in seconds by the appropriate hand tool.

If you take care of your tools, they should last a lifetime. Keep them clean, sharp and rust-free. And above all, keep them out of the reach of small children. In fact, you'll find that keeping them locked up is a good idea. That way, you'll have nobody to blame but yourself if your tools come

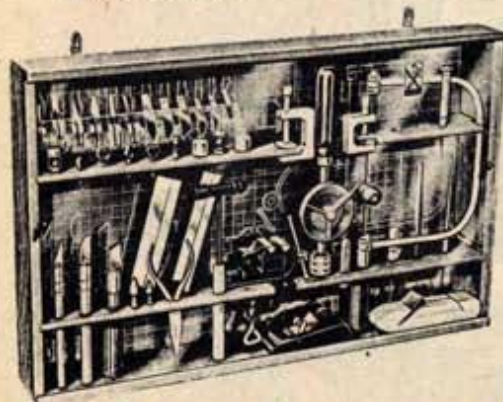
up missing or damaged!

The following pages are loaded with tools, but as fantastic as it seems, they're a mere drop in the bucket compared to the variety you'll find in catalogs available from the various manufacturers. We've given the names and addresses of each manufacturer whose items we've listed. You'll find this information in the captions.

Now go to it. Don't forget — Christmas is right around the corner!



Probably the most used tool in a modeler's arsenal — the No. 1 X-Acto knife, 65 cents. The No. 2 knife is a slightly heavier version for 80 cents; the No. 5 a heavy, plastic-handled knife, for \$1.25.



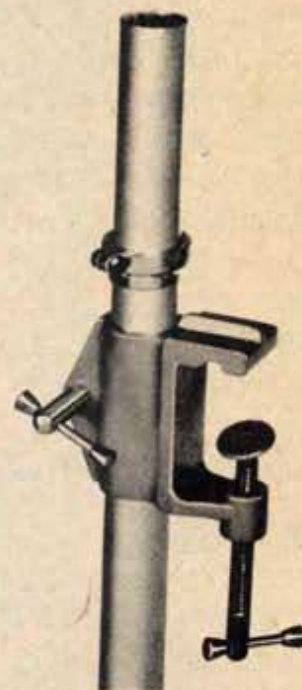
The X-Acto No. 88N Complete Hobby Den Tool Cabinet contains six blades, six gouges, four assorted routers, two punches, three knives (with blades), one Hobbycraft Saw (with extra blade), two screwdrivers, two "C" clamps, one tweezer, one sander, three tweezer clamps, one hand drill, one file, one planer, one hammer (with extra heads), one bench vise, one drill bit with two screwdriver bits, two razor saw blades and two chucks. In a sturdy, fitted cabinet. \$29.50.



Complete tool sets are a specialty of X-Acto. Here's the No. 86 X-Acto Knife and Tool Chest. It contains Nos. 1, 2, 5 knives and complete assortment of blades, gouges, routers, punches, planer, sander, spokeshave, balsa stripper and steel rule. In a handsome fitted wood chest. \$14.50.



Pin vises are used often by modelers. Here is X-Acto's version. Available in three sizes: No. 1D (accommodates No. 80 to No. 60 bits, \$1.25), No. 2D (No. 63 to No. 50 bits, \$1.25), and No. 3D (No. 53 to No. 44 bits, \$1.50). Drill bits (one dozen) in No. 61-80 range sell for \$3.60, No. 45-60 range (one dozen), \$3.00, and nine assorted bits from 1/16" to 3/16" sell for \$3.50.



Bulova's Model 325 "Up and Down" Positioner, \$17.95, lets you position your work — the entire Roto-Vise — at precisely the height you want. Sitting or standing, you can have your work at hand or eye level, or anything in between. Requires the No. 336 Pan Head base that fits the support.



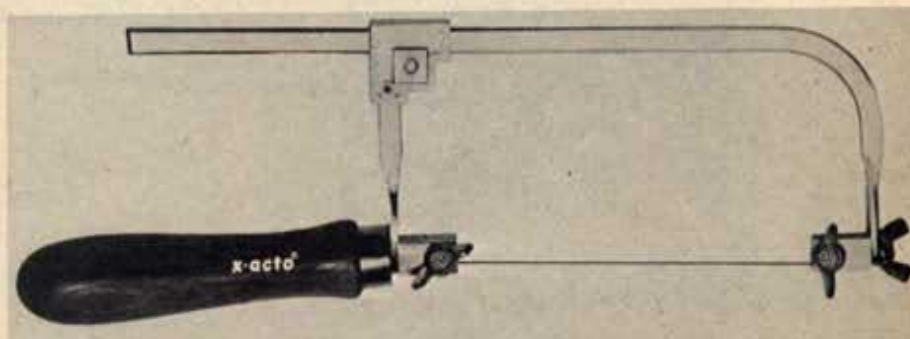
The No. 5 X-Acto knife handle is included in the No. 53 Razor Saw set, for \$2.00. Contains one 3/4" wide blade and one 1" wide blade, which sell separately for 45 cents and 50 cents respectively.



Bulova's fantastic new hobby vise is a piece of perfection that will last you a lifetime. Base price is \$17.95. Called the "Roto-Vise," the head swivels to the position you want, at which time it can be securely locked. Available from Bulova Watch Co., Inc., Dept. MCS, Bulova Park, Flushing, N.Y. 11370. Extra nylon and/or steel jaws (grooved and ungrooved) are available for \$1.00 to \$2.25 each, for holding delicate parts.



X-Acto pliers are available in a fantastic variety, from \$3.50 to \$4.50, in long-nose, side-cutting, diagonal-cutting, flat-nose, snipe-nose, combination-nose and long-nose styles.



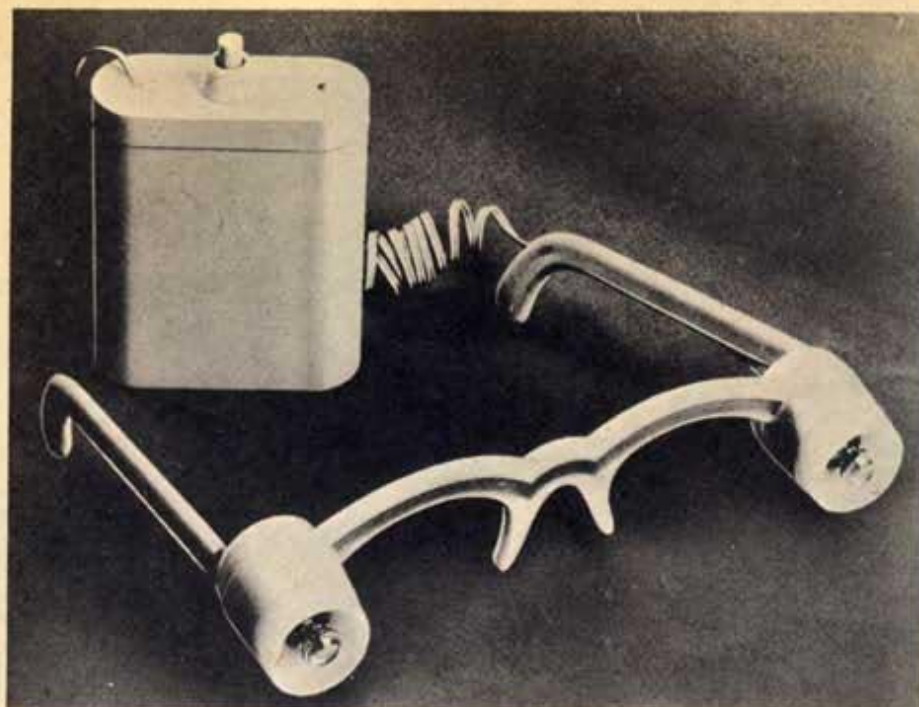
X-Acto's No. 43N adjustable jeweler's saw accommodates blades from 2" to 7-1/2" with a 2-1/2" deep throat. \$3.25.

Precision work is a breeze with the "Sight Master" glasses. They magnify the image 2-1/2 times and can be worn even over regular eyeglasses. \$6.95, from Magna Sales Co., Dept. MCS, 1555 West Howard St., Chicago, Ill. 60626.



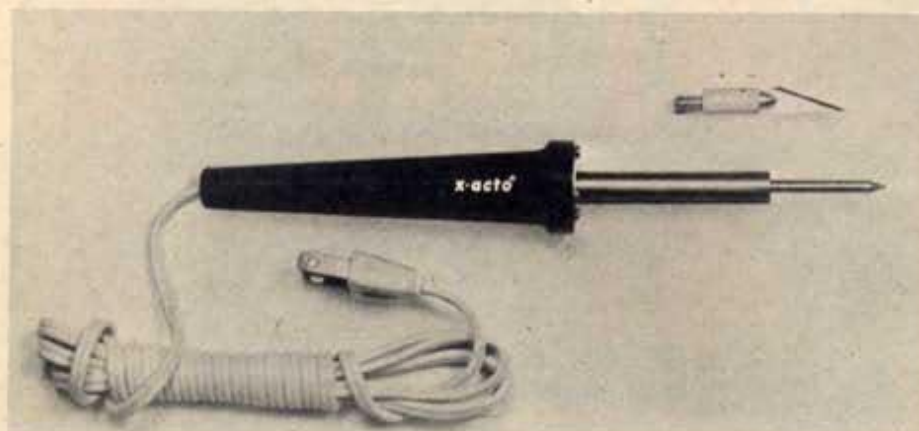
Here's a neat soldering pencil from K&S Engineering, Dept. MCS, 6917 W. 59th St., Chicago, Ill. 60638, \$2.49, model No. M-300. Four screw-in tips in offset chisel, four-sided pyramid, thin point and offset thin point, are available in a kit for \$1.98.





The X-Acto 25 watt soldering iron and hot knife sells for \$4.00, develops up to 720 degrees F.

"Torch Glasses" for fine model building use "C" batteries, obtainable everywhere. Leaves both hands free for work while the glasses light your work brilliantly. \$7.95, from Boie Enterprises, Dept. MCS, P.O. Box 66235, Los Angeles, Calif. 90066.



Here's X-Acto's No. 376 Cordless Power Drill set, complete with three precision collets, center punch, drill bit, grinder, and carrying case. \$5.95.

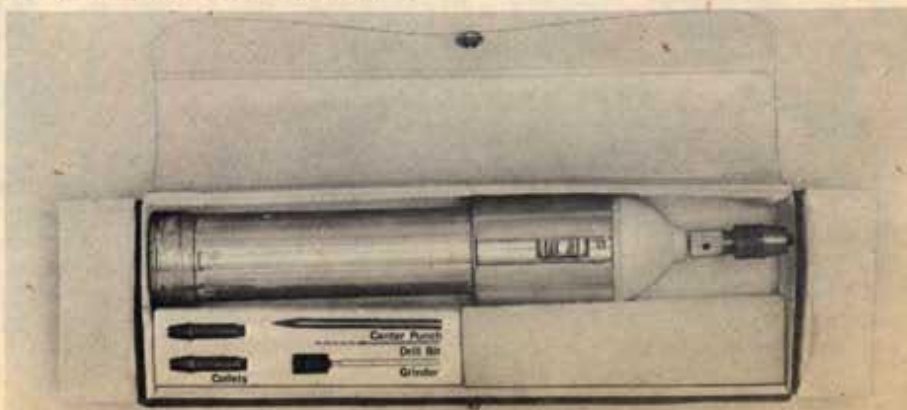


X-Acto, Inc., Dept. MCS, 48-41 Van Dam St., Long Island City, N.Y. 11101, has a catalog of tools, yours for the asking. Featured are some of the items you see here, including this No. 361 needle file set, containing a handle and six different modeler's files. \$2.75.

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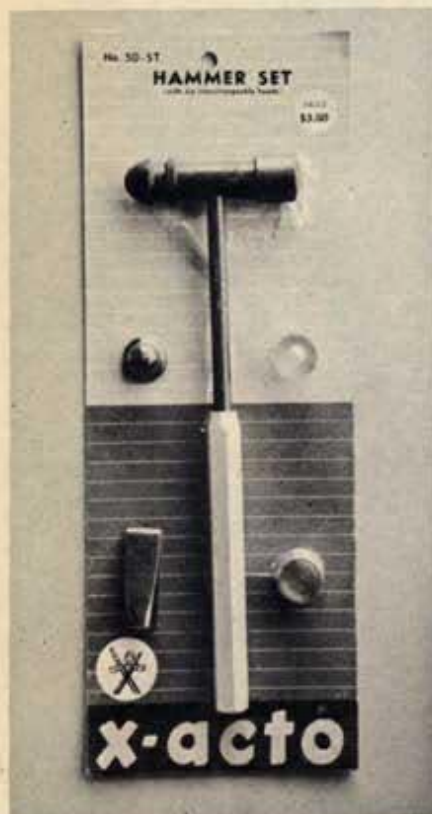


X-Acto's No. 351 Contoured Sanders Kit contains five different sanding heads with grip-tight handles. Gets into places other sanders can't reach. Includes an assortment of plastic-backed FLEX-I-GRIT sandpaper. \$3.95.

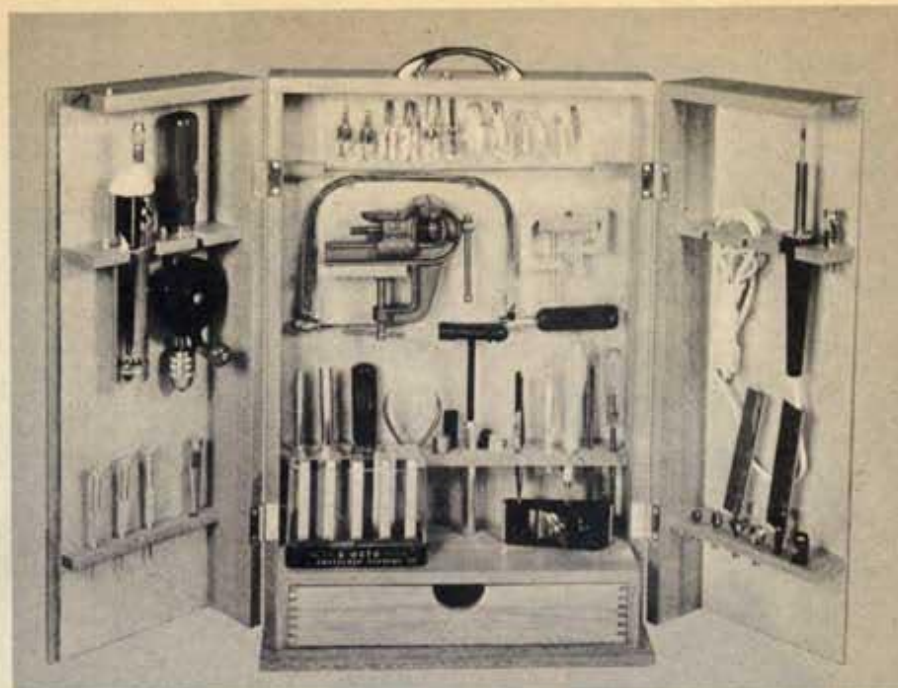




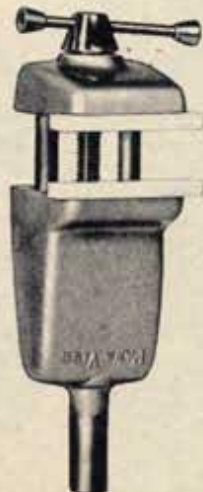
Screwdrivers? Sure, X-Acto has them. Here's their No. 365C-ST swivel head set in sizes .055, .070 and .100. \$1.20.



The No. 50-ST X-Acto Hammer set is invaluable, inexpensive. \$3.00



X-Acto's impressive No. 99 Super-Set Tool Cabinet sells for \$60.00, contains a vast variety of tools in a wooden case.



Model 311 Bench Clamp, \$6.95, is yet another Bulova accessory. It lets you quickly move any Roto-Vise head or other Roto-Vise fixture from one work area to another.

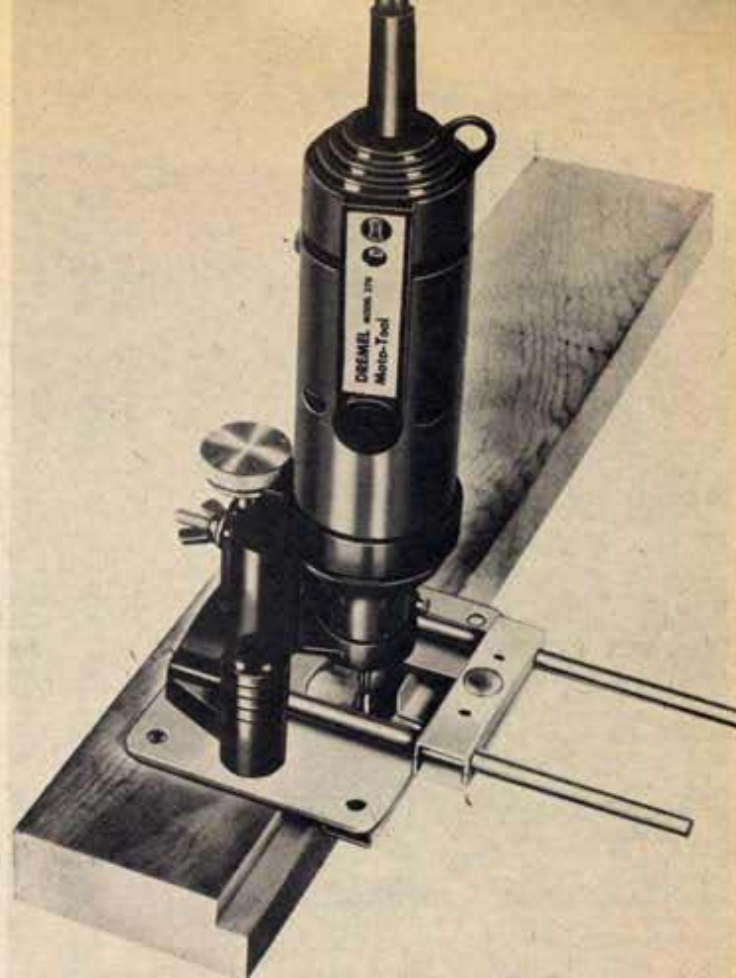


Another Bulova accessory for their "Roto-Vise" is Model 304 Horizontal Head, \$9.95, which holds work at right angles without the need for tilting. It can be tilted 90 degrees and rotated 360 degrees in any of the three Roto-Vise bases.



The Model 336 Pan Head, \$10.95, by Bulova, fits any of the "Up and Down" supports and accepts both Roto-Vise Heads and other fixtures with a 5/8" shaft diameter. These are just a few of the accessories that Bulova has available for their great new "Roto-Vise."

Routing can be easily accomplished by mounting the No. 229 Routing Attachment to a Moto-Tool. Price is just \$9.95. The Shaping Table, No. 224, priced at \$4.50, can be used by mounting the Moto-Tool vertically in the No. 223 Universal Stand (\$8.50), as shown here, or inverted and used without the Universal Stand, for accurate routing and depth grinding and drilling.

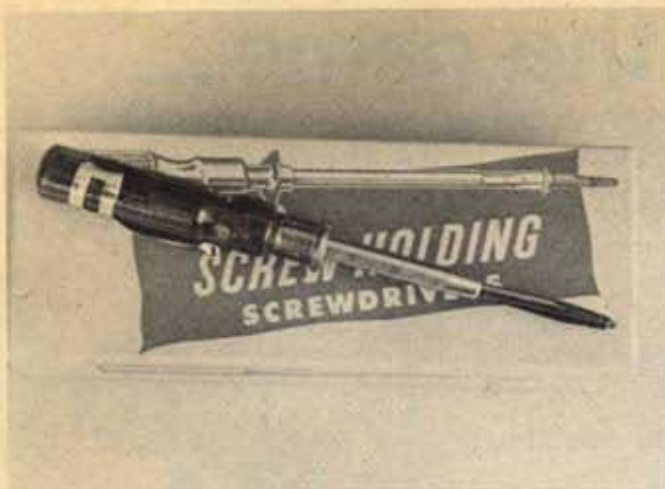


Dremel makes this handy No. 225, 12" high drill press for \$15.00, which takes the No. 260 Moto-Tool, beautifully. Perfect for precision drilling and routing.

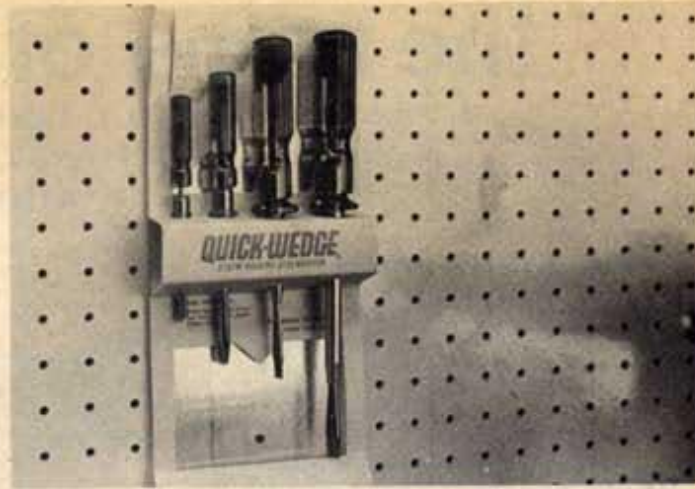
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The No. 261 Moto-Tool kit by Dremel sells for \$32.95, includes the following: No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench, 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case. A lifetime investment.



Tiny screw-holding screwdrivers are available from the Kedman Company, Dept. MCS, P.O. Box 267, Salt Lake City, Utah 84110. This complete kit includes four screwdrivers that will handle any size of machine, wood or sheet metal screw in general use. Price, with aluminum rack, is \$6.35.

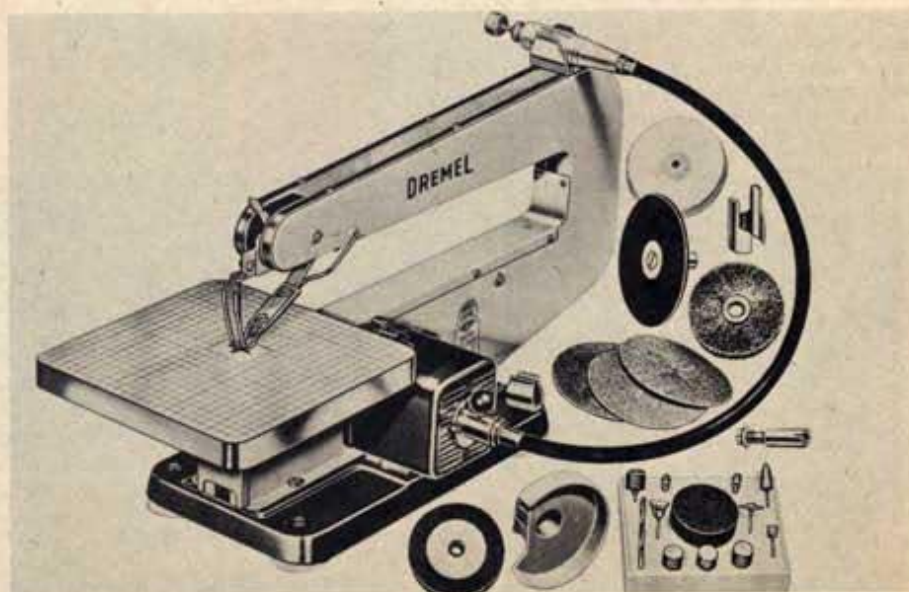


Here's the Kedman "Quick-Wedge" screw-holding screwdriver you'll want for modeling, — the No. 1253-B, selling for \$1.50 each. Features a three-inch spring steel blade, hollow-ground to .012" thickness. Holds and drives screws as tiny as No. 0-80.



Here's an excellent kit for modelers consisting of a pair of five inch round nose pliers, five assorted small screwdrivers and a magnifying glass, all in a plastic case measuring 5-1/2" x 3-1/2" which serves as a lasting work packet. From Corrado Cutlery, Inc., Dept. MCS, 33 East Adams St., Chicago, Ill. 60603. \$4.95, ppd.

The Dremel "Moto-Shop" is five power tools in one. Basically a jig saw with a power take-off, the Moto-Shop saws, sands, grinds, buffs and cuts. Available in two versatile models, Model No. 571 (includes jig saw with disc sander attachment only, \$33.95, and Model No. 572 (Moto-Shop with all attachments), \$49.95. Attachments can be purchased separately.



This "nibbling tool" is made by Adel Tool Co., 4640 Ronald St., Dept. MCS, Harwood Hghts, Ill. 60656, and is indispensable for cutting out hard-to-get-at sections of pan chassis for slot cars.

the name of the game...

... IS "PAINTING," AND ALL IT TAKES IS A MODEL KIT, SOME GOOD SPRAY AND BOTTLE PAINT, AND THE SIMPLEST TOOLS. OH YES, A BIT OF PATIENCE HELPS, TOO!

I've always had a soft spot in my heart for vintage coupes, such as the old '36 Fords and Chevies. AMT's neat 1937 Chevrolet Coupe really turned me on when I saw it in the dime store, and I bought it right on the spot.

A lot of you fellows dig real hairy customs; I don't. I like mildly customized stockers, and this is what I've done to the Stovebolt. I've simply removed the bumpers and running boards, and bobbed the fenders. With a two-tone paint job (black fenders, white body) and black stripes, the end result is pretty pleasing.

The AMT kit is quite detailed and the parts fit together well. You don't need any tools other than the usual basic modeler's equipment (X-Acto knife, razor saw, sandpaper, etc.). I used Testor paint because I like it best. You can use what you want, but I can testify that the PLA spray enamel works just great. Check the "Recommended Paint Procedures" chart before painting.

Good luck!

RECOMMENDED PAINT PROCEDURES

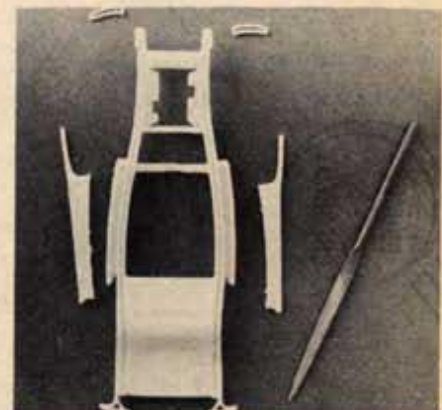
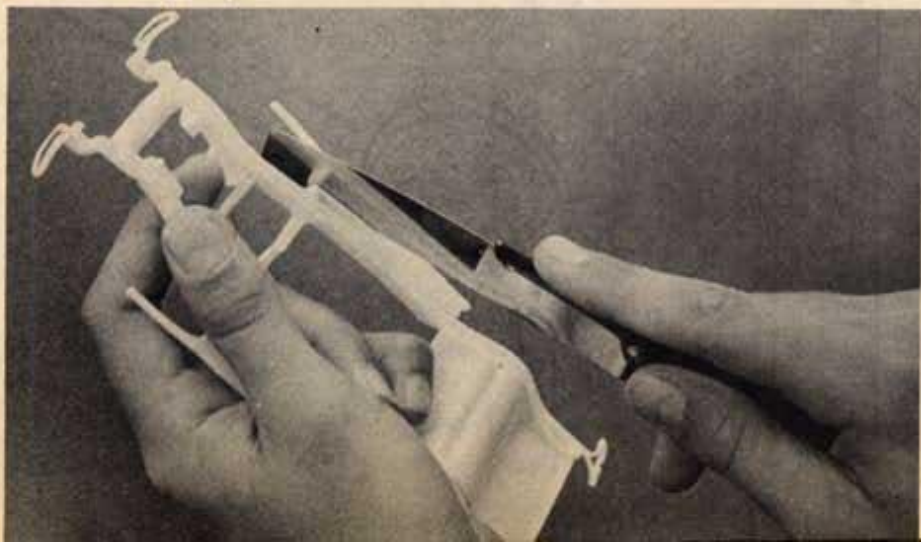
1. Always heat spray cans in warm tap water for several minutes before using.
2. Take the can out of the warm water a time or two and shake vigorously.
3. After using spray paint, turn the can upside down and depress the spray nozzle to clear the paint out. Hold it down until you get air, not paint. Then set the can upright on the shelf for storage.
4. Bottle paint should be thoroughly mixed and shaken before using. It's best to dip paint out of the bottle cap, not the bottle. Use a fine pointed brush for fine detailing.
5. Make certain the plastic body shell (or whatever you're painting) is very clean, before applying paint. This is accomplished by scouring the piece with kitchen cleanser, washing in clean, warm water and air drying.
6. You can buy a "tack rag" at any paint store, which removes dust from the body prior to applying paint. It's very inexpensive and helps you get better results.
7. Apply primer or paint coats very thinly, allowing plenty of time to completely dry before applying the next coat. Start the spray "pass" to the left of the piece, spray across and past it, and then make the return pass over another area. Don't ever hold the spray can stationary over one spot. The paint will "puddle" and "run" instantly and ruin the paint job.
8. Don't wax a new paint job until at least a week passes after the final spray coat.



Here's what it takes to make a great paint job: A few cans of Testor paint and a bottle or two of Testor enamel; an X-Acto knife; a file or two; wet-or-dry sandpaper; a razor saw; and of course, a model car, this one AMT's neat '37 Chevy coupe.



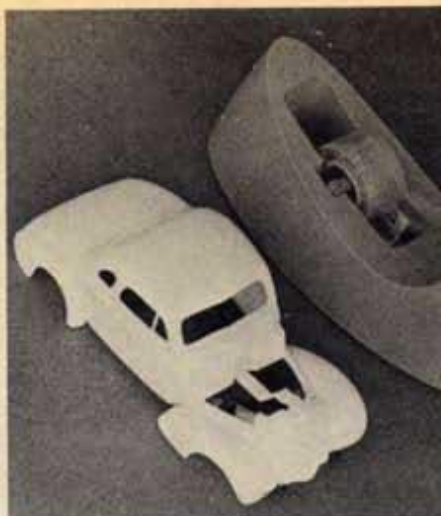
Scrape the "flashing" (ragged edges of excess plastic) off the plastic body pieces, using the edge of the X-Acto knife. Clean the body up perfectly.



Cut the running boards off. Finish the job with a file and some sandpaper. Remove the bumpers too.



Spray the finished frame with Testor's No. 1249 Flat Black spray PLA paint. Set aside to dry.



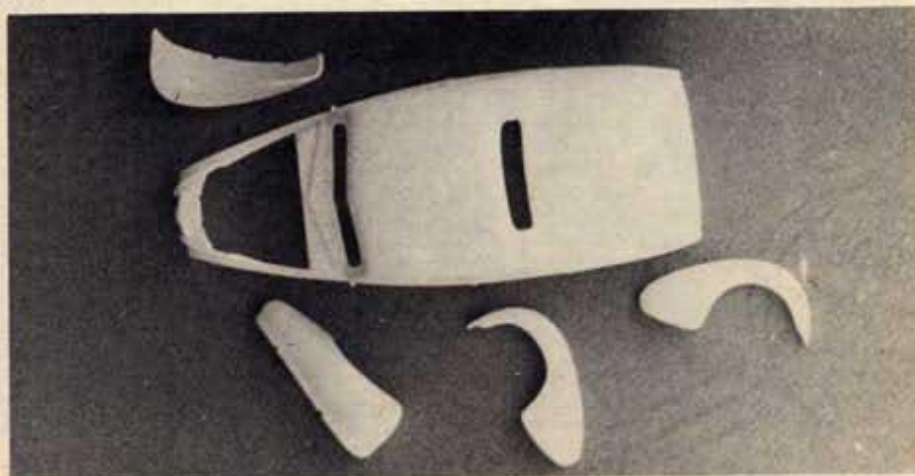
Using Scotch tape, secure the fenders to the body and the body to the frame, to check the fit. Make any adjustments by cutting away intruding plastic, etc., with a knife and/or sandpaper and file.



To very mildly customize the Chevy coupe, just "Bob" the fenders. Draw a line from the junction of the fender and the frame, to the bottom of the fender. The pencil points to the line we made.



Use an X-Acto knife and a file to remove the excess plastic; finish the job with sandpaper.



Clean all plastic parts with kitchen cleanser and water. Wash the parts thoroughly in clean warm water after the scouring job is completed, to make sure all the cleanser is removed. Let air dry.



Use Testor's No. 1619 Primer to spray all plastic parts (except the frame, which you've already painted flat black). After the first coat is dry, water sand until smooth, then reprime. Keep this process up (sand, prime, sand, etc.,) until you're happy with the looks of the body. Sand the final time, wash in clean, warm water, and let air dry.





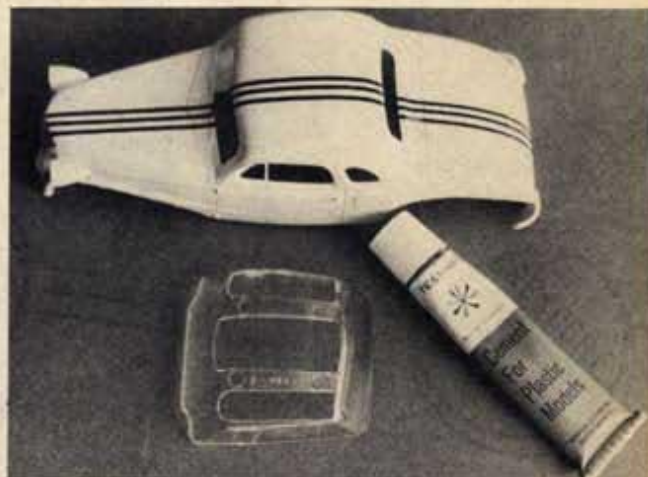
Spray the fenders with Testor's No. 1247 Gloss Black PLA spray enamel. Set aside to dry, then give it another light coat. Always apply paint in thin coats, leaving plenty of time between coats to dry. See "Recommended Paint Procedures."



Spray the body shell with Testor's No. 1245 Gloss White PLA spray enamel. White must be applied in several thin coats. You want a glossy, "wet" look to the final coat.



After a full day (or better yet, two or three), use masking tape (even Scotch tape will work) to form thin stripes (as many as you want) that run across the hood, top of the car and down the trunk. We used three thin ones. Paint the stripes in with a small brush and Testor's No. 1147 Black bottle enamel. If you don't have any of that, simply spray some of your gloss black spray paint onto a paper so it "puddles," and dip into that.



After the paint stripes are thoroughly dry, remove the masking tape. Here are the results.

Assemble the rest of the body. Glue the windshield unit in place, the stock grille to the body, door handles into the holes in the doors, etc., by simply following the instruction sheet.



Cement the body to the chassis by first feeding the shift lever through the hole in the interior. Detail the interior and the rest of the body accessories with a small brush and Testor PLA brushing enamel.



There's the finished model. It's nearly stock, but it has a more custom look to it, thanks to the bobbed fenders and two-tone paint job, complete with stripes. See what you can do with a little paint, a model kit and a bit of time?



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